LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

Preliminary Draft
East Los Angeles
3rd Street Specific Plan

March 2012

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The following Preliminary Draft East Los Angeles 3rd Street Specific Plan is a working draft and subject to change. The final Specific Plan will require approval by both the Los Angeles County Regional Planning Commission and Board of Supervisors.

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CHAPTER 1 - INTRODUCTION

1.1 Purpose and Intent of the Specific Plan

The Edward R. Roybal Metro Gold Line Eastside Extension along 3rd Street in the unincorporated community of East Los Angeles began operation in November of 2009. The County, in an effort to build upon the investment and opportunity created by the Gold Line Extension, initiated a public planning process to develop a specific plan for the area within one-half mile of the four Gold Line transit stations in the unincorporated community of East Los Angeles. The central purpose of this effort was to define a vision, and establish standards and strategies for the revitalization of this one-half mile area using the principles of transit-oriented development.

Transit-oriented development (or TOD) is defined as new development that takes advantage of its location near transit to create vibrant, walkable and safe areas around transit stations that include:

- Vibrant commercial corridors;
- Well-designed buildings, streetscapes and public spaces;
- Streets and paths for pedestrians and cyclists;
- A mix of uses with residential and/or employment densities that support transit use; and
- A broad range of housing options

Using the concept of transit-oriented development, the East Los Angeles 3rd Street Specific Plan sets forth a vision and comprehensive set of strategies, development regulations and implementation programs designed to enable the revitalization of the Plan area into a into a vibrant, mixed-use, walkable destination for the community and the region.

1.2 Plan Area

The unincorporated East Los Angeles community is located between downtown Los Angeles to the west, the cities of Los Angeles, Alhambra and Monterey Park to the north, the cities of Monterey Park and Montebello to the east, and the city of Commerce to the south (see Figure 1.1: Vicinity Map).

The Specific Plan Area is located in the center of the unincorporated East Los Angeles community. The Plan area comprises the properties within one-half mile of the four Gold Line transit stations in East Los Angeles, and is roughly bounded by Cesar Chavez Avenue to the north, Indiana Avenue to the west, Whittier Boulevard to the south and Margaret Avenue to the east. The Plan Area is bisected by the Pomona (60) and Long Beach (710) freeways and is within one-half mile of the Santa Ana (5) freeway (see Figure 1.2: Plan Area).

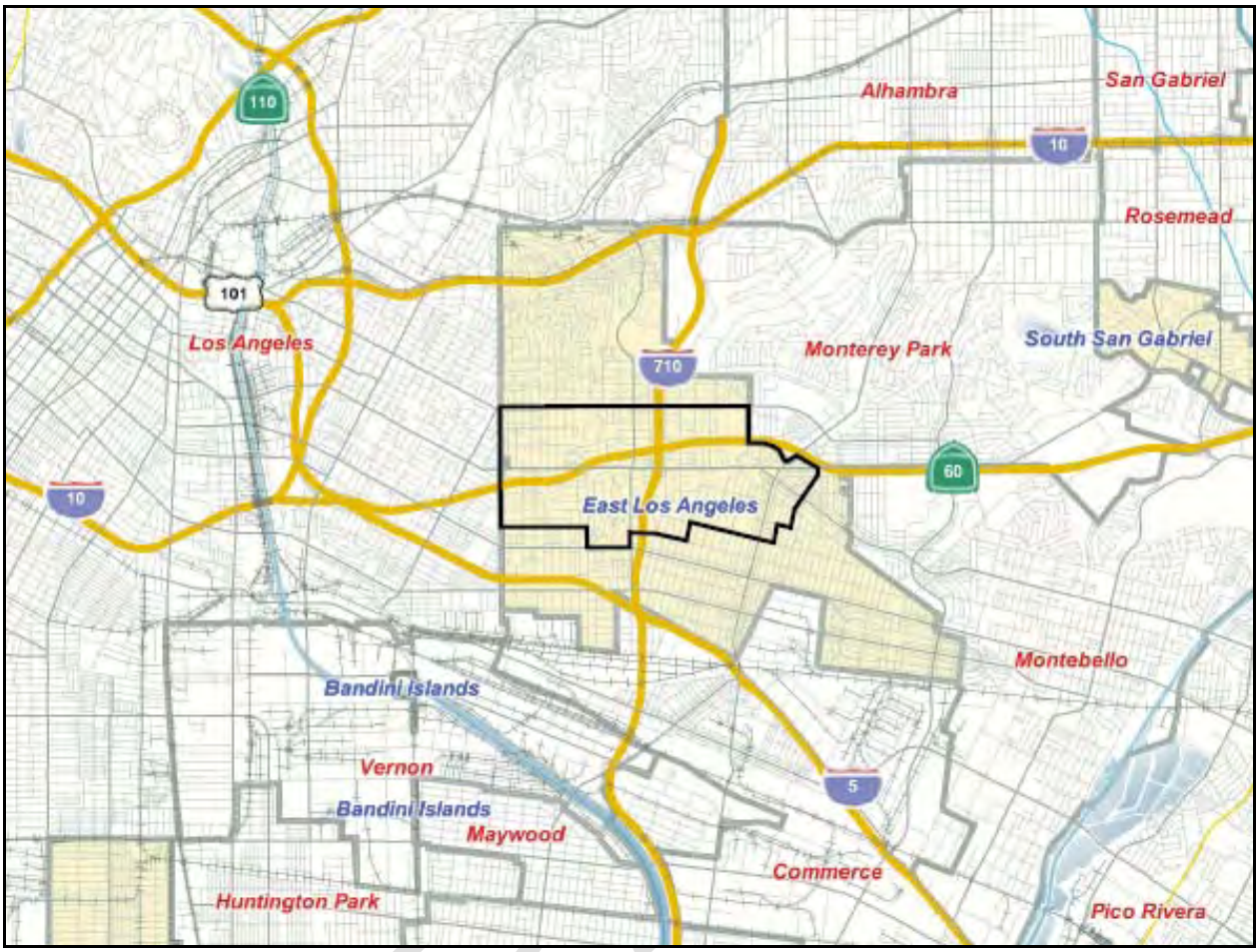


Figure 1: Vicinity Map

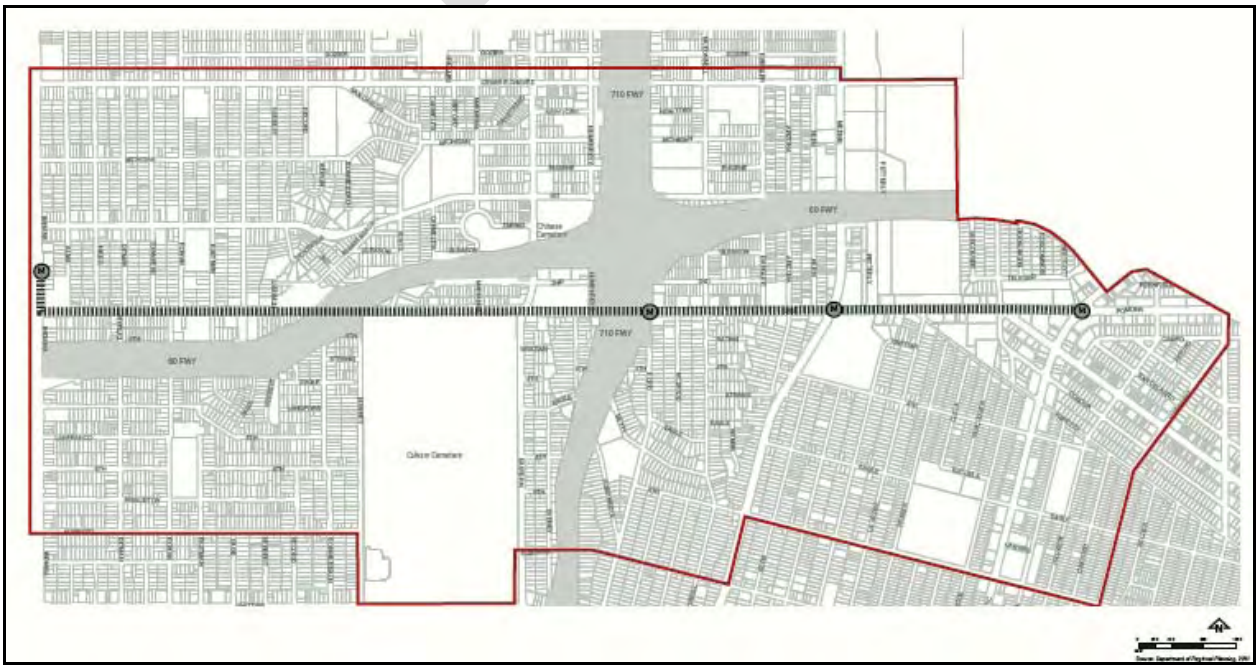


Figure 2: Plan Area

1.3 Community Planning Process

The East Los Angeles 3rd Street Specific Plan planning process was developed through a participatory process. A number of opportunities for community input were offered to residents, business and property owners, and other interested parties (described in more detail in **Appendix 1, Community Planning Process**). In addition, a community planning advisory committee, the East Los Angeles Planning Advisory Committee (or ELAPAC) was established at the beginning of the process to provide input on the Plan as it was developed. The planning process for the Specific Plan included three distinct phases:

Phase 1: Background

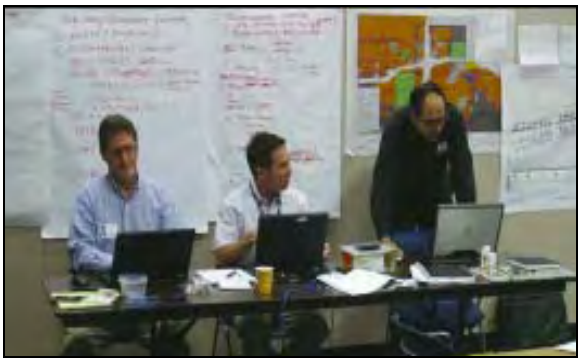
Phase 1 included a review of existing documents and information, background and data research, site reconnaissance, visual observations, and stakeholder interviews. This initial phase of the planning process allowed the project team to build a baseline understanding of the 3rd Street Corridor and surrounding neighborhoods. The background information was presented to the community at a series of *Discovery Workshops*. The analysis completed during this phase was compiled into a *Discovery Catalog* of analytical information that was posted on the project's website and presented to and discussed with the community during the four *Discovery Workshops* held in July 2009.

Stakeholder interviews

Discovery workshops

Phase 2: The Design Process

Phase 2 of the planning process entailed the creation of preliminary visions, concepts, plans and strategies for the Plan area based on an intensive charrette process during the fall of 2009. The objective of this phase was to arrive at a vision for the 3rd Street Corridor that would provide the framework for preparing the Specific Plan. The Design process was organized around two, week-long charrette sessions with various County agencies and stakeholder groups, including members of the ELAPAC. After each charrette session, the project team presented the vision and concepts to the community at four *Big Picture* and four *Design Solution Workshops*. The vision and concepts developed during the charrettes were also summarized in a *Charrette Catalogue* and also posted on the project's website.



First charrette session

Big Picture workshop

Phase 3: Specific Plan Development and Environmental Review

During this phase, staff worked with the project team and the ELAPAC to further refine recommendations, and complete the Draft East Los Angeles Specific Plan.

1.4 Specific Plan Objectives

The Specific Plan Objectives were developed using the basic principles of transit-oriented development and were guided by the input received during the community workshops and meetings with the East Los Angeles Planning Advisory Committee. The Specific Plan Objectives provide a foundation for the Specific Plan and describe what the Specific Plan aims to achieve over its 20-year planning horizon.

1. **Transform 3rd Street.** Encourage effective infill of vacant properties and reuse of underutilized properties to transform the areas around the new Gold Line Stations into vibrant, pedestrian-friendly mixed-use centers.

2. **Enhance the image of the community as a whole.** Encourage visually attractive and high quality development that is in scale with the surrounding neighborhoods, and enhances the image of the community as a whole, including buildings that are scaled and massed to provide variety, natural light and compatibility with the historic scale and character of East Los Angeles.

3. **Protect and enhance the character of the residential neighborhoods.** Preserve the scale of the residential neighborhoods and enhance the quality of life for residents through streetscape improvements, more open space and improved maintenance of property.

4. **Cultivate new job creation and economic development.** Address development regulations that create regulatory barriers to business expansion and growth, and cultivate an overall attractive business environment supported by quality development, improved streetscapes and public spaces, and attractive residential neighborhoods.

5. **Address parking.** Provide development regulations and strategies to ensure that adequate parking is provided for all new uses without making infill development and expansion of existing small businesses infeasible.

6. **Achieve a balanced mobility system.** Improve pedestrian and bicycle connections to public transit and enhance the overall environment for pedestrians, bicyclists, and transit users.

7. **Increase access to open space and recreation opportunities.** Enhance existing parks, increase access to existing open space and recreation areas through partnerships with local institutions, create walking loops and green corridors, and locate new small parks where feasible.

8. **Protect and promote local history and culture.** Protect existing cultural and historic resources through education and awareness. Weave art into the fabric of everyday life through the growth and expansion of public art that celebrates the local history and culture of East Los Angeles.

1.5 Specific Plan Authority

The East Los Angeles 3rd Street Specific Plan has been prepared pursuant to the provisions of California Government Code Section 65451, et seq. The California Government Code authorizes jurisdictions to adopt specific plans by resolution as policy or by ordinance as regulation. This Specific Plan is regulatory in nature and serves as land use and zoning for the Plan area. Subsequent development plans, subdivision maps and other development approvals must be consistent with both this Specific Plan and the County of Los Angeles General Plan. Should there be a conflict between this Specific Plan and existing County ordinances, the provisions of the Specific Plan shall prevail. Any situation or condition not specifically and directly covered by the provisions contained within this Specific Plan shall be subject to the non-conflicting regulations of the Los Angeles County Planning and Zoning Code.

1.6 Relationship of the Specific Plan to the General Plan

California law requires that a Specific Plan be consistent with the General Plan of the adopting jurisdiction. To this end, existing General Plan and East Los Angeles Community Plan goals and policies were reviewed to ensure consistency between the East Los Angeles 3rd Street Specific Plan and the Los Angeles County General Plan. The Los Angeles County General Plan and East Los Angeles Community Plan provide the supportive foundation for the Specific Plan and reinforce the objectives for the 3rd Street Corridor as highlighted in the Consistency Analysis (see **Appendix 2, Consistency Analysis**). The consistency analysis determined that the Specific Plan objectives are consistent with the goals and policies of the General Plan and the East Los Angeles Community Plan. The Specific Plan updates the

land use designations for the Plan area, requiring a general plan amendment to add the Specific Plan overlay to the East Los Angeles Community Plan.

1.7 California Environmental Quality Act Compliance

[Reserved]

1.8 Organization

The East Los Angeles 3rd Street Specific Plan is organized into six chapters as follows:

Chapter 1: Introduction – This chapter presents the purpose and objectives, summarizes the community planning process, and provides other pertinent information.

Chapter 2: Vision– This chapter summarizes the overall *Vision* for the Plan area through text, illustrative plans, renderings and photographs.

Chapter 3: Strategies – This chapter presents various strategies to achieve the Plan's *Vision* and *Objectives*, including land use, mobility, open space, parking and infrastructure strategies.

Chapter 4: Development Code – This chapter defines land use districts, permitted land uses, site development standards, parking requirements, sign regulations, subdivision regulations, and design guidelines for the Plan area through text, graphics, and photographs.

Chapter 5: Implementation – This chapter specifies the procedures for amending, administering, and enforcing the Specific Plan; presents an implementation matrix, including a generalized timeline; and specifies public improvement costs (to an order of magnitude), and potential financing mechanisms.

CHAPTER 2 – VISION

2.1 Vision Framework

The Vision for the Plan area described in this chapter is based on input from the community for how it wishes to take advantage of the opportunity created by the Gold Line to revitalize the 3rd Street corridor and its surrounding neighborhoods. The overall vision for revitalization is organized around three principal ideas, described below and represented in Figure 2.1: Vision Framework Diagram:

1. **Transform 3rd Street and the Station Areas:** Major change should be expected along and around the Gold Line stations. These areas should be transformed into "transit centers" with mixed-use buildings that incorporate public plazas and outdoor dining to serve as activity centers for residents, visitors and employees.

2. **Enhance the Corridors:** The Plan area's corridors, 1st Street, Cesar Chavez Avenue and Atlantic Boulevard are the places where retail and business services and some housing are concentrated, operating in support of the surrounding residential neighborhoods. Moderate change should be expected along these existing corridors. Sensitive infill development should be encouraged in these areas.

3. **Stabilize the Neighborhoods:** Minor change should be expected in the residential neighborhoods. Streetscapes should be improved, houses properly maintained, and more open space and green elements added to enhance the quality of life for the residents.

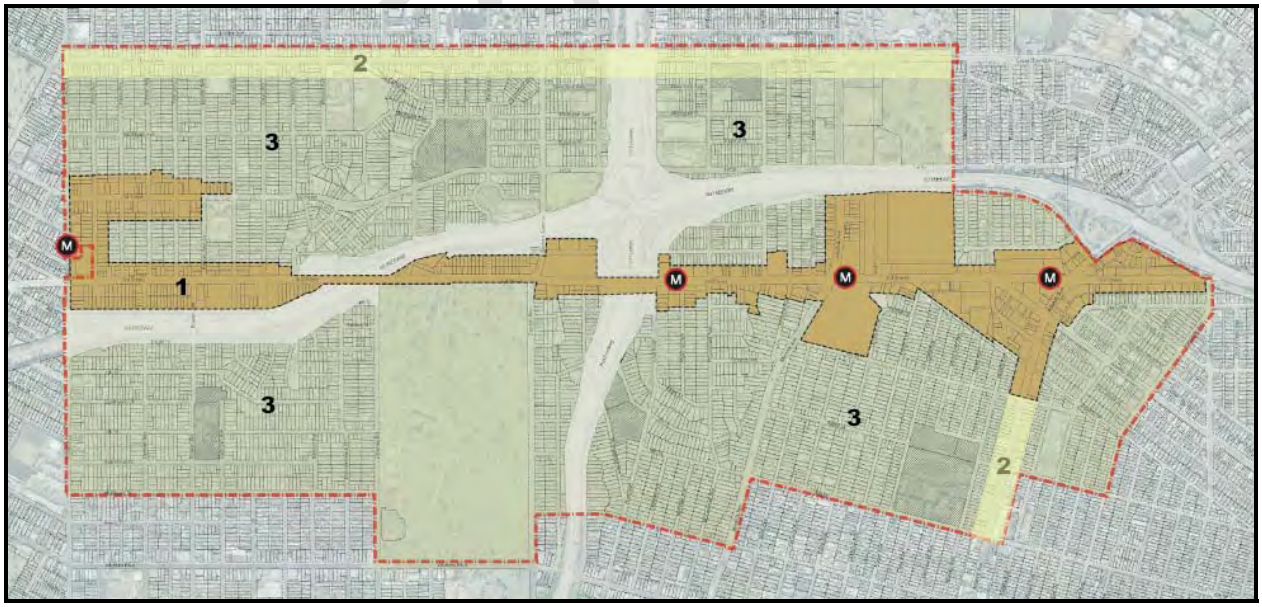


Figure 2.1: Vision Framework Diagram
Source: Moule and Polyzoides

2.2 Vision

This section presents a detailed vision for the areas described in the vision framework: (1) *3rd Street and the Station Areas*, (2) the *Corridors*, and (3) the *Neighborhoods*. The vision is described with both text and conceptual renderings developed by the consultant team to help visualize how the Plan area could develop through gradual infill over time in support of the Specific Plan Objectives and the overall Vision for revitalization.

3rd Street and the Station Areas

3rd Street has always been an important east/west transportation corridor for East Los Angeles. As the regional population moved eastward after World War II, the volumes of through traffic on 3rd Street, Cesar Chavez Avenue (formerly Brooklyn Avenue), and Whittier Boulevard soon overtaxed the capacity of these thoroughfares. While the introduction of the Pomona Freeway siphoned much of this traffic away, 3rd Street continued to carry very high traffic volumes, particularly at rush hour.

With the insertion of the Gold Line down its center, 3rd Street has the potential to be transformed from an automobile-dominant street into a multi-modal corridor. Given its width, the presence of the light rail line, and the level of vehicular traffic it carries, 3rd Street cannot serve as a neighborhood "Main Street." However, it can still be a very walkable street lined by successful commercial and mixed-use buildings that provide a range of goods and services to residents, workers and visitors.

The areas around the Gold Line stations at Indiana Avenue, Maravilla, Civic Center, and Atlantic Boulevard have the potential to become mixed-use centers that serve the neighborhoods that surround them and, like the stations that anchor them, reflect the individual character of their particular stretch of 3rd Street. The following section describes the *Vision* for each of the station areas.

A.1 Indiana Station

Indiana Street defines the plan area's western boundary. It is a major gateway to East Los Angeles and its station is within easy walking distance of both 1st Street and 3rd Street. Indiana Street and its vicinity is populated by relatively low-intensity building types that accommodate a variety of uses: single -family houses used as residences and businesses, one-story commercial buildings, a two-story mixed-use building at the corner of 1st Street and Indiana Street, Ramona High School, and an MTA surface parking lot that serves the station.

Indiana Station Vision: The Indiana Station area's role as an important gateway to East Los Angeles is reinforced through the introduction of mixed-use, transit-oriented development along 1st Street, Indiana Street, and Alma Avenue. Parking lots are located behind or beneath buildings and, when visible from the public realm, are designed with the pedestrian in mind as plazas (with unit pavers and shade trees) that cars can park on, rather than merely as parking lots. Open spaces, such as plazas, that are developed adjacent to light rail stations and busy streets are designed as comfortable places for people to inhabit, despite the adjacent or surrounding vehicular activity.

Transforming the Indiana Station area achieves the following:

- A departure point for residents who work at or near other Gold Line destinations;
- Increased access to open space;
- A variety of housing choices immediately adjacent to a transit station; and
- Increased walkability.

Figure 2.2: Illustrative Plan of the Indians Station Area
Source: Moule and Polyzoides

Figure 2.3: Rendering of Vision for the Indiana Station Area
Source: Moule and Polyzoides

A.2 3rd Street between the 60 and 710 Freeways

This portion of 3rd Street is isolated from the adjacent neighborhoods by the 60 Freeway to the north, the 710 Freeway to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north via Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue and to the south via Downey Road and Eastern Avenue. This stretch of 3rd Street is particularly unfriendly to pedestrians due to the lack of a consistent streetscape and narrow sidewalks that are located immediately adjacent to the vehicular pavement, with limited to no buffering from moving traffic. This stretch of 3rd Street also includes two freeway underpasses with no lighting, creating an unfriendly, unsafe pedestrian passage.

3rd Street Infill Vision: This isolated stretch of 3rd Street is transformed into a contributing piece of East Los Angeles' overall urban fabric through the introduction of streetscape improvements, including a walking path that circumnavigates Calvary Cemetery. On 3rd Street, safe sidewalks and a new attractive streetscape on both sides of the street, generate a more inviting walking environment, especially for people attending services at 3rd Street churches, visiting Calvary Cemetery, or using the proposed walking trail around the cemetery's outer perimeter. Downey Road and Eastern Avenue are more pedestrian-friendly, creating a more inviting connection to the north and south.

Transforming this segment of 3rd Street achieves the following:

- Stabilization and enhancement of the corridor as a link between Indiana Station and Maravilla Station as well as to neighborhoods to the north and south; and
- Improved streetscapes and frontages.

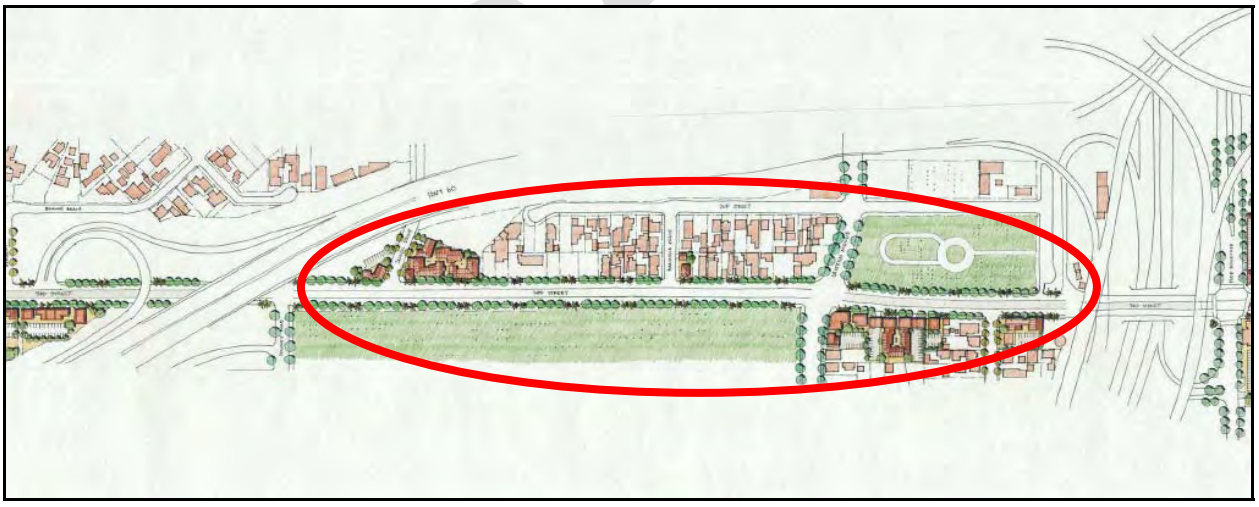


Figure 2.4: Illustrative Plan of 3d Street Infill

Source: Moule and Polyzoides

A.3 Maravilla and Civic Center Stations

The Maravilla Station and Civic Center Station areas, spanning between Ford Boulevard and La Verne Avenue, provide the most potential within the plan area for transformation into a vibrant, pedestrian-friendly environment. Several underutilized parcels, including parking lots, vacant parcels, and

underutilized buildings line 3rd Street, offering a variety of opportunities for mixed-use and housing development.

Maravilla and Civic Center Station Vision: The Maravilla Station area is transformed through the gradual infill of underutilized parcels into a vibrant, urban, mixed-use environment that serves as a distinct, prideful place for residents and a destination for visitors and employees. The areas around the stations provide a variety of housing and commercial opportunities, expanding the employment market, and enhancing the urban character of this section of the 3rd Street.

Transforming the Maravilla Station and Civic Center areas achieves the following:

- A departure point for residents who work at or near other Gold Line destinations;
- Strengthen the Civic Center as an employment center and focus for community gathering;
- Increase access to open space;
- A variety of housing choices immediately adjacent to a transit station; and
- Increase walkability.

Figure 2.5: Illustrative Plan of Maravilla and Civic Center Stations
Source: Moule and Polyzoides

Figure 2.6: Rendering of Maravilla Station
Source: Moule and Polyzoides

A.4 Atlantic Station

The Atlantic Station area, comprised of the blocks roughly bounded by La Verne Avenue, Repetto Avenue, Atlantic Avenue, and Telford Street, abounds with large sites that could accommodate infill development. Among the more prominent, generally underutilized properties is the Southern California Edison (SCE) service yard and vehicle storage facility at the southeast corner of 3rd Street and Woods Avenue. Additional sites include low intensity sites where much of the site is devoted to surface parking and/or industrial or other auto-oriented uses.

Atlantic Station Vision: Similar to the other station areas along 3rd Street, the Atlantic Station area is transformed into a mixed-use, pedestrian friendly transit-oriented environment through the gradual infill of its underutilized parcels.

Transforming Atlantic Station area achieves the following:

- A departure point for residents who work at or near other Gold Line destinations as well as a destination for employees who work in the Station area;
- A variety of housing choices immediately adjacent to the transit station are provided;
- Improved walkability.

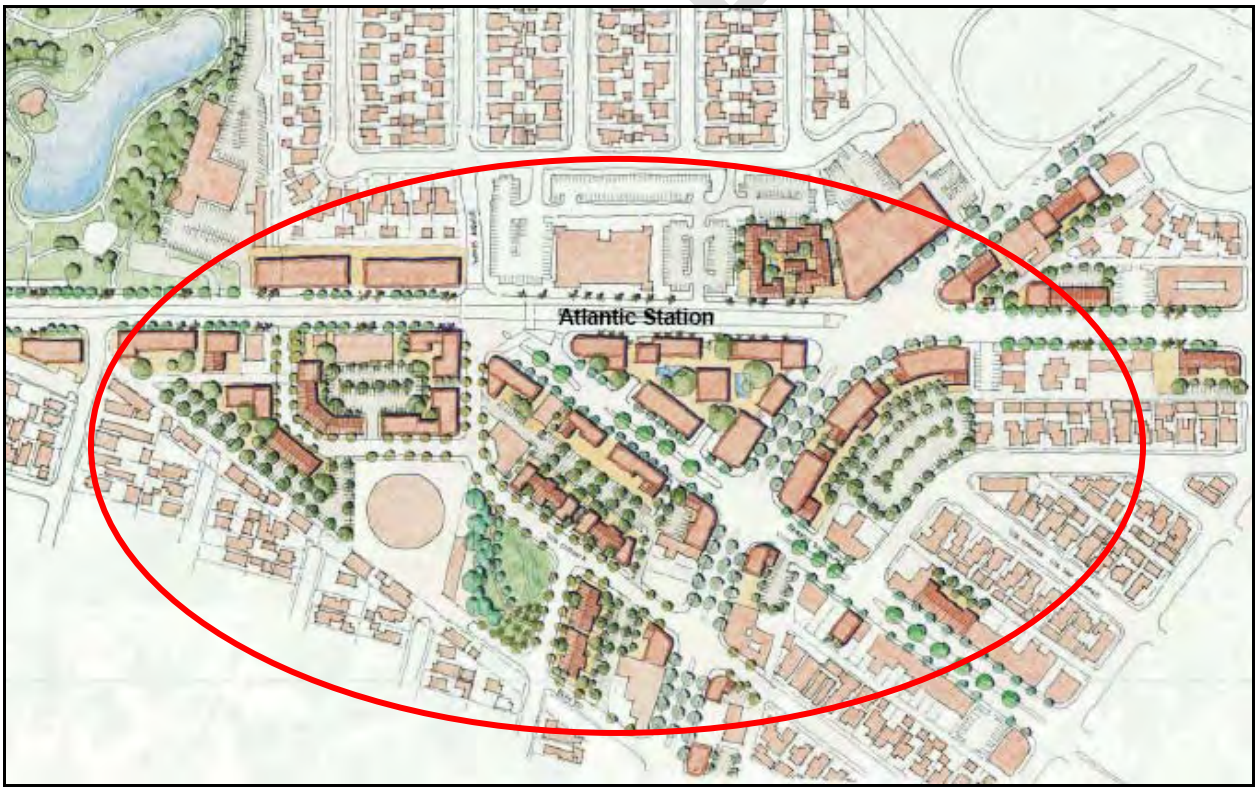


Figure 2.7: Illustrative Plan of Atlantic Station
Source: Moule and Polyzoides

Figure 2.8: Rendering of Atlantic Station
Source: Moule and Polyzoides

B. The Corridors

East Los Angeles' corridors are the places where retail and business services and some housing is concentrated, operating in support of the surrounding neighborhoods. The 1st Street, Cesar Chavez Avenue and Atlantic Boulevard corridors each have their own physical character and economic function that will be improved in a manner that is consistent with the existing character of each corridor.

The successful regeneration of the physical and economic fabric of these corridors depends on the ability of property owners and developers to profitably and incrementally develop new buildings that meet commercial and residential market demands, while at the same time contributing to the overall urban quality of their neighborhoods.

The Plan defines a palette of building types that are compatible with the historic scale and character of East Los Angeles, and that can accommodate businesses of many types and/or a broad range of residential unit types. The vision for the 1st Street, Cesar Chavez and Atlantic corridors are defined in detail on the pages that follow.

B.1 Cesar Chavez Avenue West

The historic urban structure of Cesar Chavez Avenue between Indiana Street and the 710 Freeway consists of buildings that face and are accessed from the street with parking behind. This pattern is still present along much of its length, although several "strip" type commercial buildings have been built over the years. Parcels along this segment of Cesar Chavez Avenue are relatively deep and are generally served by rear alleys west of Rowan Avenue, offering the possibility of mixed-use infill development on a somewhat larger scale than is practical along 1st Street or along Cesar Chavez to the east of the 710.

Cesar Chavez West Vision: Cesar Chavez West is revitalized with sensitive infill that reinforces the historic urban character of this corridor. The scale of the individual building masses is similar to the scale of the existing historic buildings along the street, with large buildings being broken down into smaller building volumes. Parking is located behind the building and accessed from the alley, when present. Sidewalks are enlivened with storefronts, sidewalk dining, new street trees, lighting, and street furniture.

Transforming Cesar Chavez Avenue West achieves the following:

- Stabilization and enhancement of the corridor and its adjacent neighborhoods;
- Improved streetscapes and frontages; and
- Variety of housing choices.

Proposed massing for Cesar Chavez West
Source: Moule and Polyzoides

Example of active storefronts and wide sidewalks
Source: Moule and Polyzoides

Figure 2.9: Rendering of Cesar Chavez West
Source: Moule and Polyzoides

B.1 Cesar Chavez Avenue East

Like the rest of the plan area, Cesar Chavez Avenue east of the 710 Freeway was built according to traditional development patterns: buildings that face and are accessed from the street with parking behind. However, most lots in the easterly portion of Cesar Chavez are shallower than those closer to Indiana Street, are not typically served by alleys, and are not within easy walking distance of a Gold Line station (necessitating more conventional parking ratios). These factors result in smaller scale infill possibilities than along the western portion of Cesar Chavez Avenue.

Cesar Chavez East Vision: Like Cesar Chavez West, the historic and walkable neighborhood character of Cesar Chavez East is preserved and enhanced. New buildings are urban in character, designed with site planning and massing that fits into the existing East Los Angeles context. Typical infill building types include courtyard buildings comprised primarily of housing units with small retail or live-work spaces fronting Cesar Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking is located beneath the residences and/or in the rear of the lot with customer and visitor parking located on the street.

Transforming Cesar Chavez Avenue East achieves the following:

- Stabilization and enhancement of the corridor and its adjacent neighborhoods
- Improved streetscapes and frontages
- Infill reinforces the historic character
- Variety of housing choices

Proposed massing for Cesar Chavez East
Source: Moule and Polyzoides

Example of appropriately-scaled one-story retail
Source: Moule and Polyzoides

Figure 2.10: Rendering of Cesar Chavez East
Source: Moule and Polyzoides

B.2 South Atlantic Boulevard

This stretch of Atlantic Boulevard is the least pedestrian-oriented portion of the project area and, having undergone a downward spiral of disinvestment, is characterized by a heavy concentration of under-capitalized businesses. However, a number of new buildings containing successful businesses have been built recently.

South Atlantic Boulevard Vision: As a major regional thoroughfare, running from Pasadena to the ocean at Long Beach, Atlantic Boulevard is and will remain heavily oriented toward the automobile. However, as Atlantic Boulevard traverses the Atlantic Station area, it should be framed by a mixture of one and two-story buildings – with parking lots behind them and between them. This pattern of development will reinforce the pedestrian character of this district and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers.

Transforming South Atlantic Avenue achieves the following:

- Streetscape improvements and placement of new buildings close to the sidewalk reinforce the connection along Atlantic Boulevard to the Atlantic Station transit center.
- Reinforce the commercial fabric of Atlantic Boulevard without disrupting the pedestrian network.

Proposed massing for Cesar Chavez East
Source: Moule and Polyzoides

Example of appropriately-scaled one-story retail
Source: Moule and Polyzoides

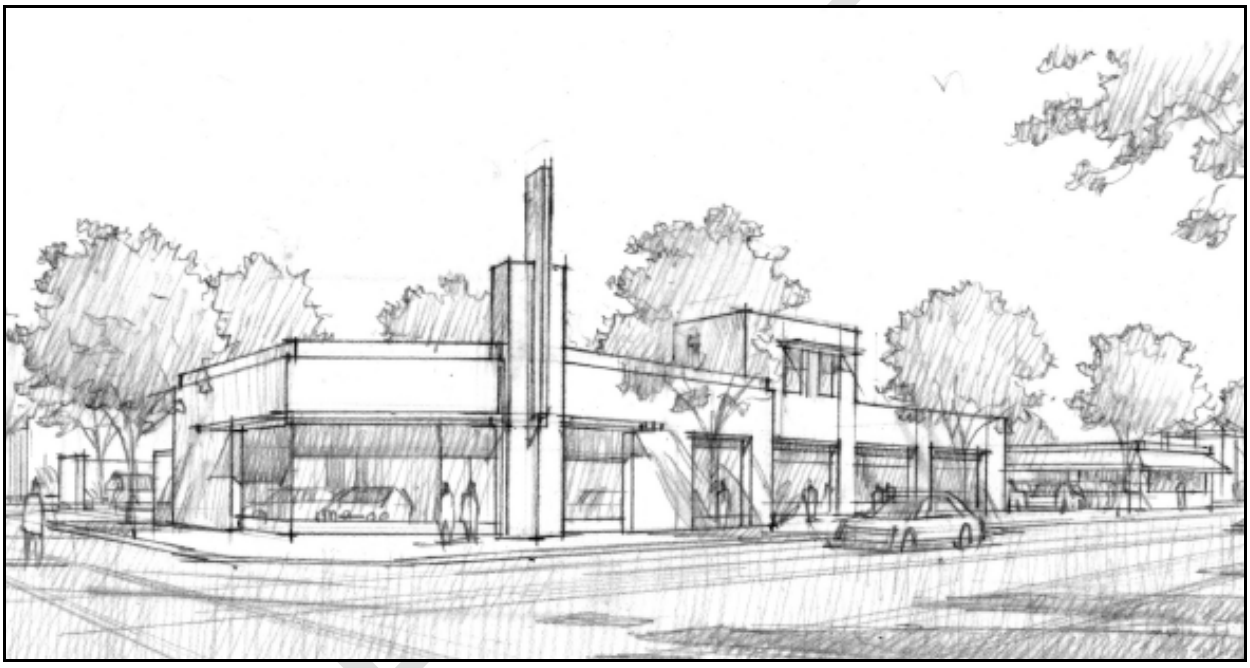


Figure 2.11: Rendering of Atlantic Boulevard South of the Transit Station
Source: Moule and Polyzoides

CHAPTER 3 – STRATEGIES

This chapter presents various strategies to achieve the Specific Plan's *Vision* and *Objectives*, including land use, mobility, open space, parking and infrastructure strategies. The land use strategy was developed using the principles of transit-oriented development and community input. Land use designations were developed to define the basic land use and urban design character in support of the overall vision to revitalize the Plan area into a pedestrian-friendly community with mixed-use corridors and attractive residential neighborhoods. Mobility, open space, parking (pending) and infrastructure (pending) strategies were also developed to complement the land use strategy, and implement the overall vision. These five basic components of the Specific Plan are summarized on the following pages.

3.1 Land Use Strategy

A. Land Use Concept

One of the Specific Plan objectives is to accommodate transit-supportive residential and employment densities in a manner that protects and enhances the residential neighborhoods, which comprise most of the Plan area. To do this, the land use strategy focuses mixed-use along the existing commercial corridors (3rd Street, parts of 1st Street, Cesar Chavez Avenue and Atlantic Boulevard), and maintains the existing residential areas as low medium density residential (see Figure 3.1: Land Use Concept Diagram). The mixed-use areas are further broken down to focus more intense mixed-use around the station areas to create "transit centers," and smaller scale mixed-use with a broader range of uses along the corridors.

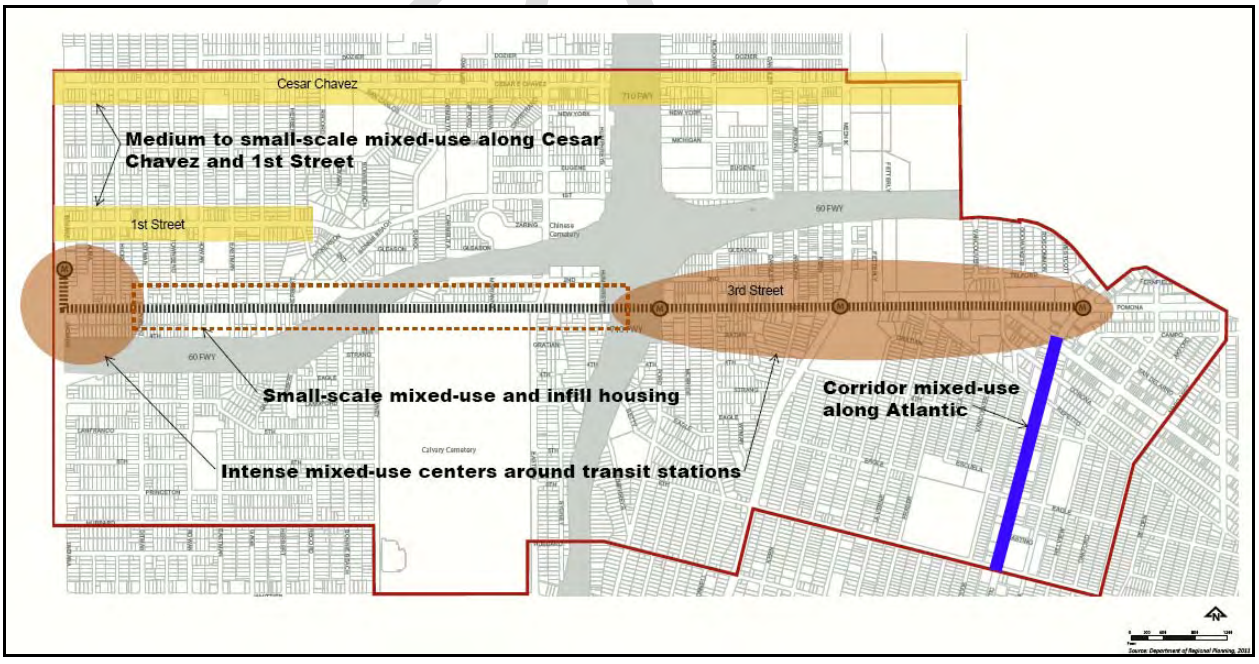


Figure 3.1: Land Use Strategy Diagram

A. Regulating Plan

The land use strategy is implemented by the Specific Plan's Regulating Plan explained in further detail in Chapter 4. The Regulating Plan creates designations that address land use; density/intensity; building frontage and placement; street connectivity; pedestrian access; and parking, vehicle and services access. The Regulating Plan, in essence, combines both land use and zoning (see Figure 3.2: Regulating Plan below, an 11x17 copy of the Regulating Plan is also included in Appendix 5).

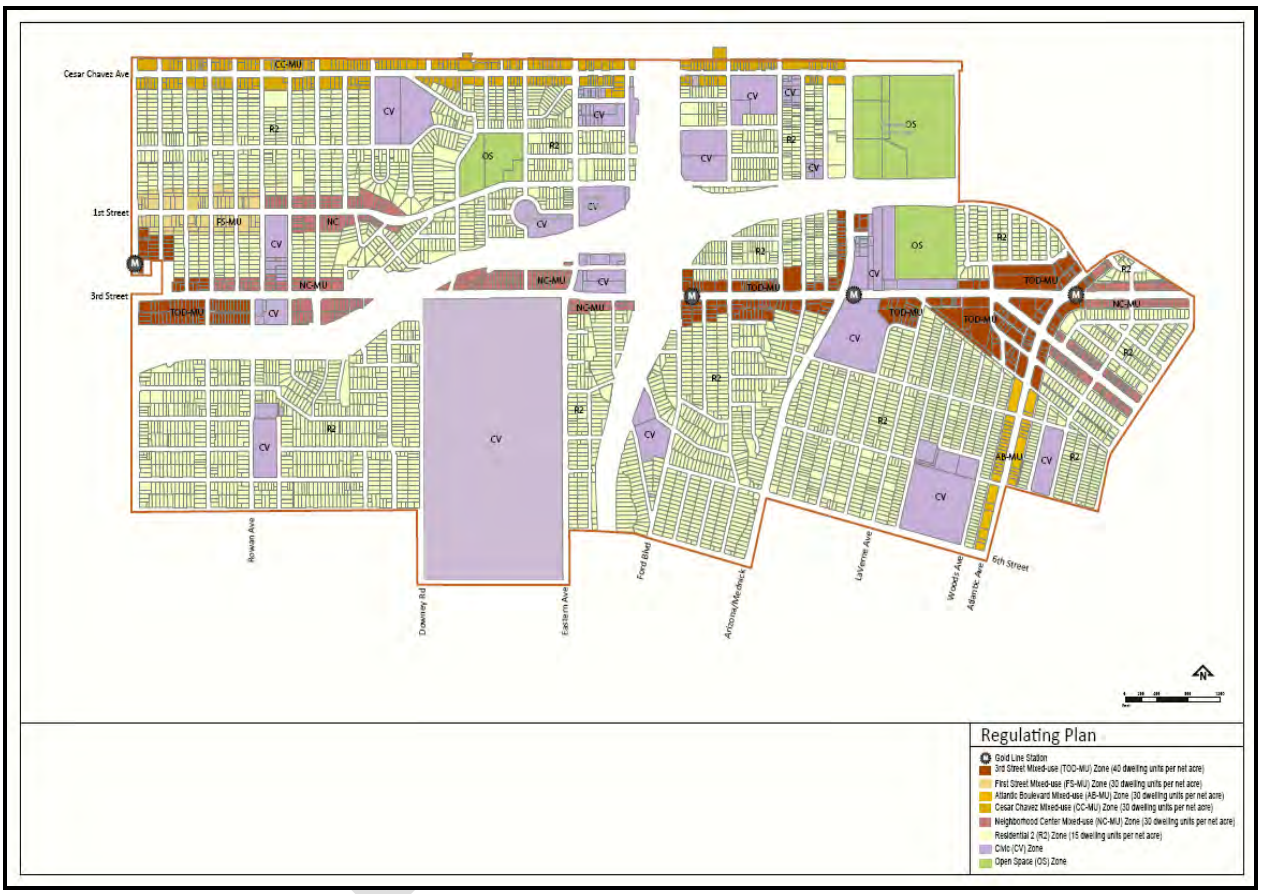


Figure 4.2: Regulating Plan

The Regulating Plan proposes three major categories: Mixed-use; Residential; and Public and Open Space.

Mixed-use

There are five types of mixed-use designations in the Regulating Plan: TOD Mixed-use, 1st Street Mixed-use, Cesar Chavez Mixed-use, Atlantic Boulevard Mixed-use, and Neighborhood Center Mixed-use. Each designation has a distinct function and intended character. The mixed-use designations reflect the objectives for the different corridors, ranging from transformation of the areas around the stations into more intense mixed-use "transit centers" to enhancement of the smaller-scale commercial corridors.

- **Mixed-use TOD (MU-TOD).** The Mixed-use TOD designation is applied to areas located in closest proximity to the Gold Line Stations along 3rd Street and Indiana for the general purpose of transit-oriented retail, office and housing in mixed-use buildings close to or at the sidewalk. This is the highest density designation, which encourages urban-style development including active ground floor commercial uses with commercial, office or residential uses on the top floors. The maximum residential density is 40 dwelling units per acre. Parking is on-street and/or in public parking structures for visitors and on-site for residents. Streetscapes and civic spaces are urban in character and landscaped in a manner that is compatible with ground floor retail, office, and civic uses.

Illustrative Photo: Four-story mixed-use buildings

Illustrative Photo: Four story mixed-use buildings

- **Mixed-use Main Street (MU-MS).** The Mixed-use Main Street designation includes the parcels fronting on and generally surrounding 1st Street for the five block area envisioned as the "main street" shopping district. This area is close to the Gold Line station at Indiana, and serves as an extension of the transit center. The designation allows mixed-use but at a smaller scale than the TOD Mixed-use areas, with a maximum residential density of 30 dwelling units per acre. Parking is along side or behind buildings and on-street or shared parking lots for visitors. Streetscapes and civic spaces are varied, urban in character, and supportive of housing, office, and transit.

Examples: Two-story and three-story of residential above ground floor retail (cafes, coffee shops, boutiques)

- **Mixed-use Cesar Chavez (MU-CC)**. The Mixed-use Cesar Chavez designation includes parcels fronting on and generally surrounding Cesar Chavez Avenue. While these properties are farther away from the transit stations, this subdistrict allows small-scale urban mixed-use to reinforce the existing character of the corridor and enhance the pedestrian network. This subdistrict allows a slightly broader mix of uses compared to the TOD Mixed-use and 1st Street Mixed-use subdistricts. Parking is along side or behind buildings and on-street for visitors. Streetscapes and civic spaces are varied, urban in character, and supportive of housing, office and live-work uses.

Example: Small-scale urban mixed use

Example: One-story commercial buildings

- **Mixed-use Atlantic Boulevard (MU-AB).** This Mixed-use Atlantic Boulevard designation is applied to parcels fronting on and generally surrounding Atlantic Boulevard south of the Atlantic Gold Line Station for the general purpose of corridor retail, office and housing in up to two-story mixed-use buildings close to or at the sidewalk. Streetscapes and civic spaces are urban in character and landscaped in a manner that is compatible with ground floor retail, office and civic use. This subdistrict allows a broader mix of use that the other mixed-use subdistricts, including limited auto-oriented uses.

Example: Commercial building with parking on the side and buffered by landscape

- **Mixed-use Neighborhood Center (MU-NC).** The Mixed-use Neighborhood Center designation is applied to parcels fronting and generally surrounding streets that connect to the Gold Line Stations, including parts of 1st Street, parts of 3rd Street, and Beverly. This subdistrict allows neighborhood-serving retail, office and residential uses in up to two and one half story house-scale buildings near or at the sidewalk. Parking is on-street and on-site between or behind buildings. Streetscapes and civic spaces are urban and planted in support of ground floor retail, office, live-work and civic uses.

Example: Mixed-use in house-scaled building

Example: Rowhouses up close to the street

Residential

There is one residential designation in the Regulating Plan: Low Medium Density Residential. Residential uses are concentrated in between the commercial corridors. Minimal change is anticipated in the residential areas. The designation would allow development of one- and two-family houses on average size lots in keeping with the character of the existing residential areas.

- **Low Medium Density Residential (LMDR).** The Low Medium Density Residential designation is applied to the residential neighborhoods in the Plan area, generally found outside of the mixed-use areas and is intended to reflect the prevailing densities in those neighborhoods. The maximum residential density allowed is 15 dwelling units per acre. There are many potential historically significant buildings in this subdistrict and the intent is to preserve the existing small-scale development pattern and residential character.

Example: Enhanced residential neighborhood

Public and Open Space

The Public and Open Space category includes two designations: Civic and Open Space.

- **Civic (CV)**. The Civic designation is applied to existing public uses, including public schools, community facilities, public libraries and cemeteries.
- **Open Space (OS).** The Open Space designation is applied to existing public parks and open space.

3.2 Mobility Strategy

The Plan area's original street system consists of a well-connected network of traditional streets, two major freeways, regional and local bus lines, and the newly completed Metro Gold Line light rail line. The two major freeways traversing the Plan area, however, disconnected and divided the area into isolated quadrants, significantly disrupting the pedestrian network and contributing to a range of other negative effects, including degrading neighborhood living environments with noise and pollution, isolating pockets of disinvestment and separating businesses from their customers and employees.

The Gold Line, like the freeways created another dividing line for the community. Unlike the freeways, however, the Gold Line has the potential to stitch back together the community as the station areas evolve into vibrant, mixed-use walkable destinations and gathering places for residents and visitors. The Specific Plan creates the framework to enable this evolution by establishing the land uses and regulatory framework to enable vibrant, well-designed mixed-use development along 3rd Street and the major corridors. The Mobility Strategy is intended complement the Land Use Strategy and regulatory framework by providing pleasant and convenient walking and biking facilities, street trees, landscaping, plazas and other pedestrian amenities within public streets that connect to the 3rd Street corridor.

During the outreach process for this Specific Plan, community members also noted that residential streets offer too many opportunities for speeding cars and too little for pedestrians. Refocusing streets to create pleasant and safe places to walk and gather, rather than just conduits for automobile traffic, was seen as a critically important strategy not only for improving mobility and reconnecting the community, but also as a way to enhance quality of life, improve health and safety, increase property values, and improve the overall business environment of the area.

The Mobility Strategy therefore seeks to maximize on the insertion of the Gold Line along 3rd Street to reconnect the community through an enhanced pedestrian environment that creates a network of attractive interconnected multi-modal corridors, connects to public transit, creates a sense of place, and enhances the overall image of the community.

The Mobility Strategy is broken into four major components:

A. The bicycle network;
B. Road diets and traffic calming;
C. Green streets; and
D. Public art.

The following pages describe the four components of the Mobility Strategy. Street Standards that incorporate the elements identified in this section are included in the Chapter 5, Development Code.

A. Bicycle Network

On-street bike lanes and off-street bikeways are vital components of a transportation network that encourages the use of non-motorized travel modes for daily errands and recreation. The Mobility Strategy defines a bicycle network that capitalizes on the existing interconnected street network, the Plan area's existing parks and play fields, and the adjacency of the Gold Line route. Figure 3.3 below presents the recommended bicycle network for the Plan area (see Appendix 6 for an 11x17 copy of the Bicycle Network). The network provides links the community north and south of the 710 freeway and provides connections to transit stations, existing or proposed bikeways, and existing schools and park. Table 3.1 on the following pages shows excerpts from the Los Angeles County Draft Bicycle Master Plan illustrating the Caltrans bikeway classification system, which both this Specific Plan and the County Draft Bicycle Master Plan follow in classifying proposed bikeway facilities.

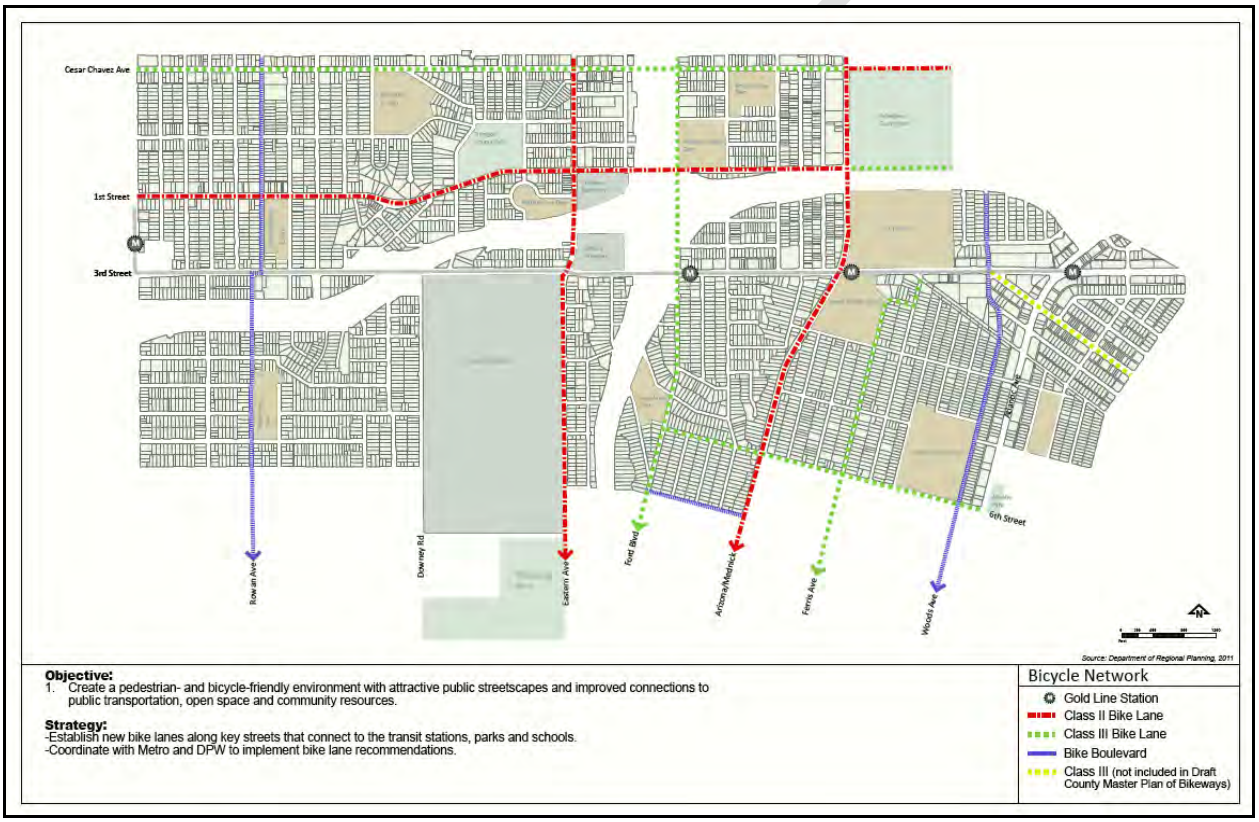
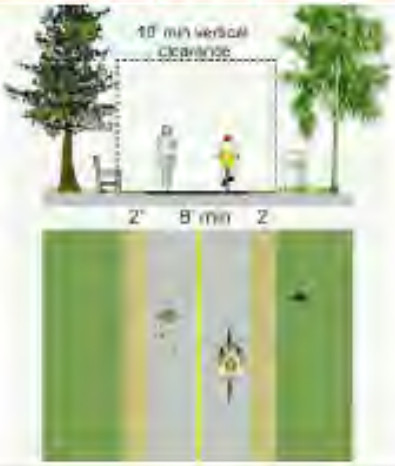


Figure 3.3: Bicycle Network

Table 3.1: Bikeway Facilities Types

Bikeway Description	Example Graphic
Class I – Bicycle Path Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.	
Class II - Bicycle Lane Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.	
Class III – Bicycle Route Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.	

Source: Los Angeles County Draft Bicycle Master Plan

Table 3.1: Bikeway Facilities Types (cont.)

Bikeway Description	Example Graphic
Bicycle Boulevards Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic / low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. **Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.**	

Source: Los Angeles County Draft Bicycle Master Plan

Class I bike lane

Class II bike lane with barrier

Class III bike lane

B. Road Diets and Traffic Calming

The Mobility Strategy recommends implementing road diets for streets that currently operate under capacity, and traffic calming measures on streets identified as bicycle boulevards and designated for Class III bike lanes. Figure 3.4 below illustrates the streets identified for road diets or traffic calming.

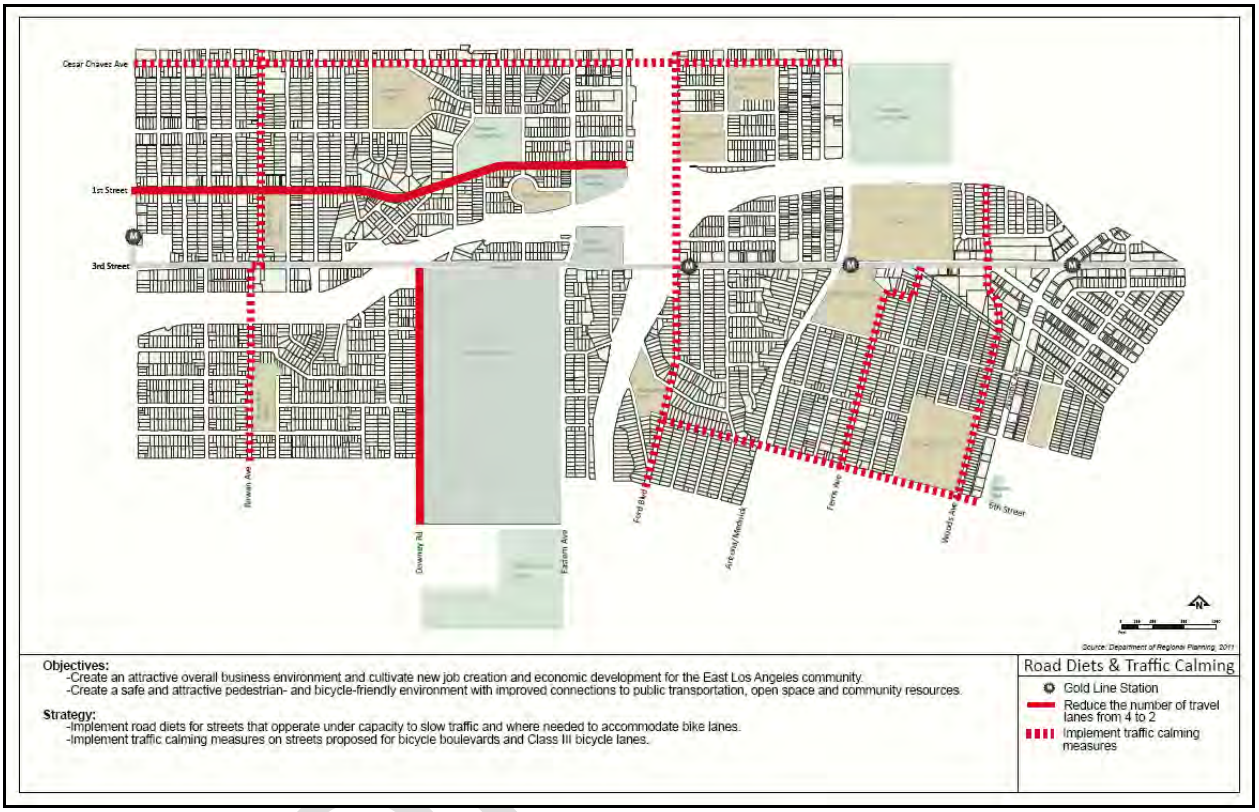


Figure 3.4: Bicycle Network

Road Diets

1st Street: A road diet is recommended on 1st Street to reduce the number of travel lanes from four to two. This reduction in lanes achieves the following:

- Create a safer walking environment for pedestrians
- Accommodate a Class II bike lane
- Slow traffic down to improve commercial activity along the "main street" shopping district.

The streetscape sections in Subsection 4 illustrate a diagonal parking option for 1st Street intended to help brand this segment of 1st Street as a commercial "main street."

Downey Road: A road diet is also recommended for Downey Road to accommodate a wider sidewalk adjacent to Calvary Cemetery. This reduction in lanes achieves the following:

- Expands the sidewalk to complete a walking loop around Calvary Cemetery
- Slows traffic down to improve pedestrian comfort and safety

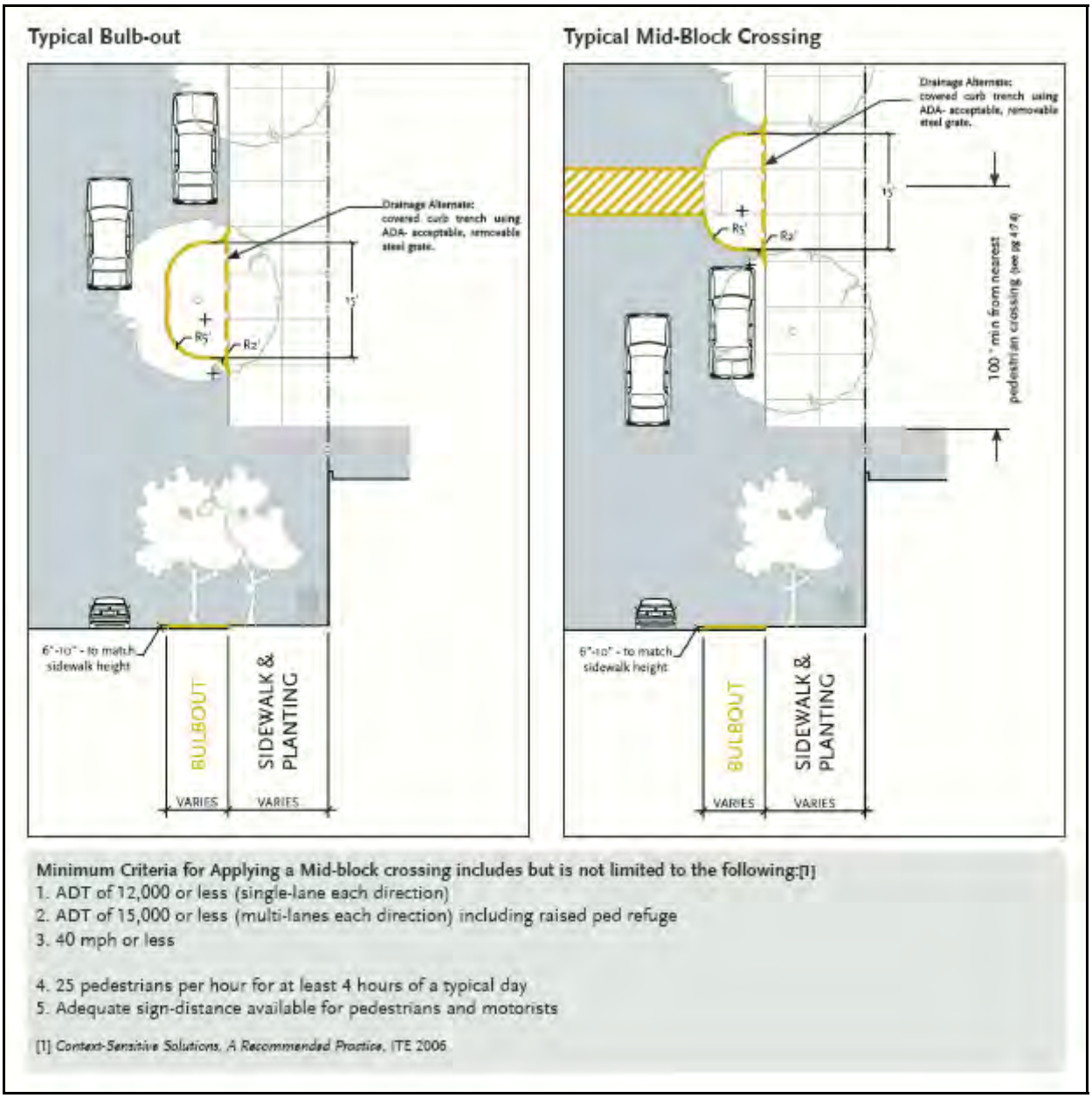
Traffic Calming

Some residential streets within the project area are generally too wide to comfortable and safe for non-motorists – many of these streets being 40 feet wide from curb to curb. In addition, many of the Plan area's blocks are long, making it easy for vehicles to accelerate to unsafe speeds. The Specific Plan identifies key streets as potential residential connector streets, and recommends implementing cost-effective measures for reducing traffic speeds. These measures are summarized in Table 4.2: Traffic Calming Toolkit below. Table 3.3 illustrates plan and section diagrams for typical bulb-out and mid-block chokers.

Table 3.2 Traffic Calming Toolkit

Bulb-outs at corners slow traffic turning into a street as well as to reduce pedestrian crossing time	
Trees in the parking lane increase greening and help to slow traffic down	
Rumble strips at the edge of the parking lane help to reduce speeds by narrowing the width of the smooth portion of the travel lane	
Mid-block curb extensions or chokers narrow a street by extending the sidewalk or widening the planting strip so that two cars must pass slowly when traveling in opposite directions.	

Table 3.3 Typical Bulb-out and Mid-Block Crossing Plan and Sections



Source: Moule and Polyzoides

C. Green Streets

Mixed-use Corridors and Residential Connectors

The Mobility Strategy identifies key streets to as green streets: (1) green mixed-use streets along the mixed-use corridors to create an identifiable commercial corridor; and (2) green residential connector streets at key residential streets that provide connections to parks, schools and transit, as well as offer a north-south connection. Figure 3.5: Green Streets below illustrates the Green Streets strategy (an 11x17 copy of the Green Streets diagram is included in Appendix 9 for ease of use).

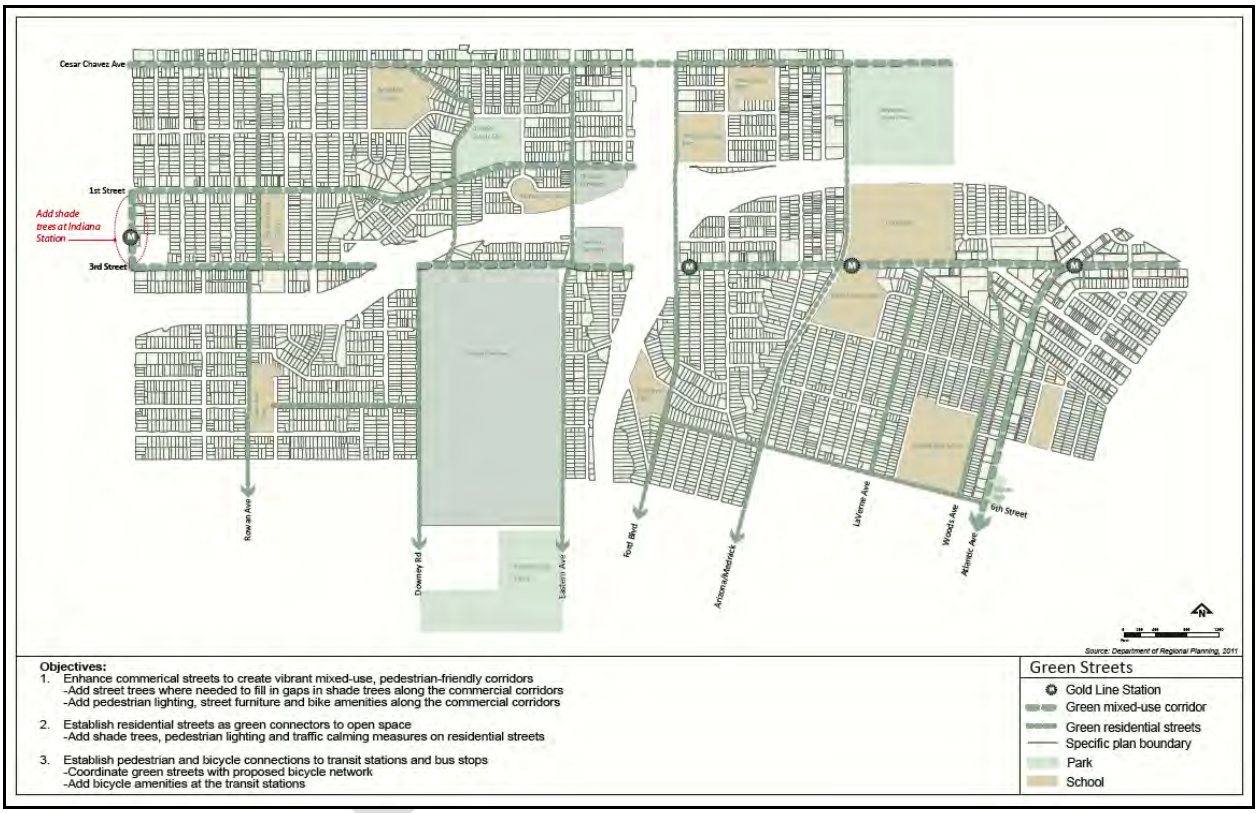


Figure 3.5: Green Streets

The green streets should incorporate traffic calming measures, safe pedestrian crossings, street furnishings, lighting, wayfinding, drought tolerant materials, and sustainable storm water treatment (see Appendix 10: Sustainable Storm Water Treatment Strategies) to create sustainable multi-modal pedestrian corridors.

Creating green mixed-use corridors and green residential connectors achieves the following:

- Establishes green connectors to open space;
- Maximizes street trees and greenery in the community;
- Provides for safe street crossings;
- Integrates bike lanes and jogging paths to create multi-modal corridors; and
- Provides safe routes to schools.

Street Tree Plan

[Reserved]

D. Public Art

The Plan area is bisected by the 60 and 710 freeways, disrupting the pedestrian network and dividing the community. The Mobility Strategy proposes using public art to enhance the freeway underpasses, creating a focal point that links rather than disrupts the pedestrian network. Figure 4.6: Public Art, illustrates the location of public art and special lighting and other public art strategies intended to enhance safety, improve community identity and reinforce the civic character of 3rd Street east of the 710 freeway (an 11x17 copy of the Public Art diagram is included in Appendix 10).

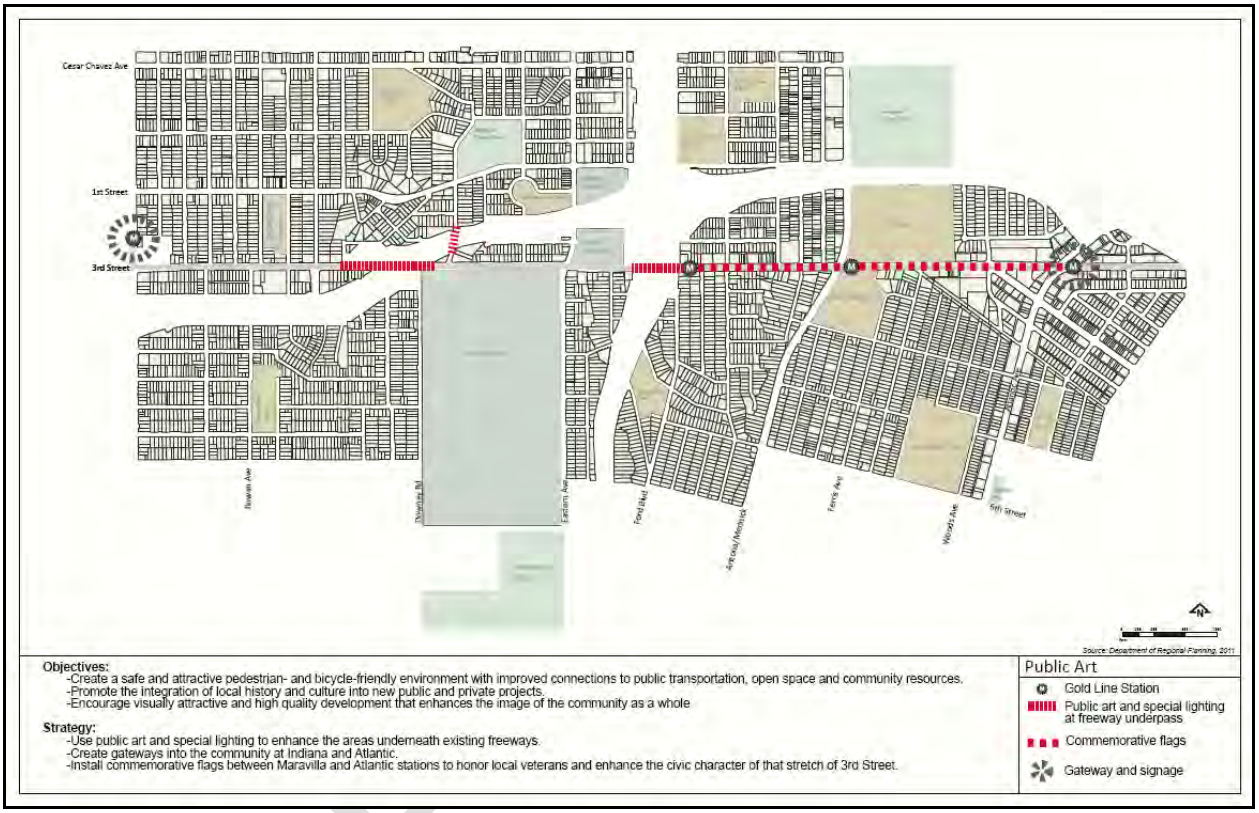


Figure 3.7: Public Art

Examples of artwork and lighting at freeway underpasses

3.3 Open Space Strategy

Well designed, accessible, and integrated open space is integral to the success of the Plan area's neighborhoods as it can provide places that promote the physical and emotional well-being of its residents and visitors. The existing parks in the Plan area are already heavily programmed to meet the needs of the community. Both additional active and passive areas are needed to support the existing and future population of the Plan area. The Open Space Strategy identifies potential open space opportunities that could expand access to both passive and active open space to complement the existing network of parks and cemeteries and proposed green streets. The strategy includes: (1) adding pocket parks on small vacant lots; (2) adding non-traditional neighborhood parks larger vacant lots; (3) adding trees on the leftover freeway spaces to create a freeway forest; (4) pursuing joint-use opportunities with local schools; and (5) expanding existing parks over time. Figure 4.7: Open Space Opportunities Map, identifies key opportunity sites for the various open space types proposed.

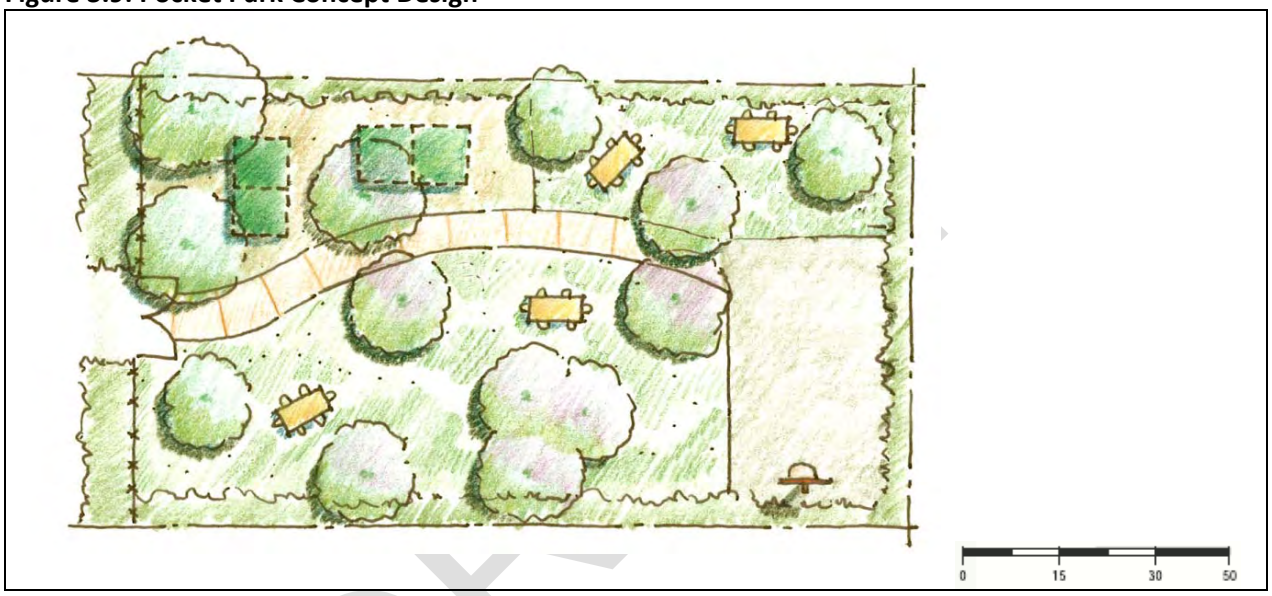
Figure 3.8: Open Space Opportunities Map

1. Vacant Lots - Pocket Park Opportunities

With available open space at a minimum, vacant lots offer perfect places to introduce pocket parks within neighborhoods. These parks could host a variety of outdoor activities, ranging from passive to active recreational, and provide a venue for socialization for a wide variety of age groups. These pocket parks also offer an opportunity for storm water treatment.

Public outreach should be done to determine the residents' interest in pocket park opportunities. Issues such as staffing, security and maintenance need to be addressed with a clear consensus of how these issues will be handled. There is an opportunity for collaboration with non-profits to assist with the installation and maintenance of pocket parks.

Figure 3.9: Pocket Park Concept Design



Picnic tables

Exercise equipment

Basketball court

Storm water treatment

2. Super Block Insert – Neighborhood Park

The Open Space Opportunities Map identifies several locations within the Plan are with large pieces of left over land at the center of very large blocks. Due to the sloped condition of most sites identified, traditional neighborhood park amenities may not work. These sites could be used to develop community gardens, active and passive recreation areas and/or educational opportunities gardens. On slopes, amphitheaters and terraced seating could take advantage of the existing grade changes.

Figure 3.10: Neighborhood Park Concept Design

Lawn area

Amphitheater

Active recreation

Playground equipment

3. Freeway Leftover Space – Freeway Forest and Linear Passive Parks

In addition the green streets identified as part of the Mobility Strategy, the Open Space Opportunities Map also identified the left over spaces adjacent to freeways as an opportunity to add to create a freeway forest and add to the urban canopy in the community. Urban forests play an important role in the ecology of human habitats in many ways: they filter air, water and sunlight, and they provide shelter to animals and passive open space areas for people. They moderate local climate, slowing wind and storm water, and shade homes and businesses to conserve energy. They are critical in cooling the urban heat island effect, thus potentially reducing the number of unhealthful ozone days that plaque major cities in peak summer months. Following are some additional benefits of trees on leftover freeway spaces:

- **Trees clean the air and provide oxygen.** Increases the urban canopy in the area to absorb carbon dioxide, odors and other pollutant gases, and filter particles out of the air by trapping them in their leaves and bark. In one year one acre of mature trees can generate enough oxygen for 18 people.
- **Trees help prevent water pollution.** Trees reduce runoff by catching rainfall and allowing it to flow down the trunk and into the earth below. This minimizes the amount of pollutants that are carried by the storm water to the ocean. In addition, when surrounded by mulch, trees help to naturally filter the water and to recharge groundwater supplies.
- **Trees help prevent soil erosion.** On hillsides or stream slopes, trees slow runoff and hold soil in place.
- **Trees as landmarks can give a neighborhood a new identity and encourage civic pride.**
- **Trees provide a canopy and habitat for wildlife.** Sycamore and oak are among the many urban species that provide excellent urban homes for birds, bees, possums and squirrels.
- **Trees along the freeway buffer the adjacent neighborhood from the negative impacts of the freeway.**

Figure 3.11: Freeway Forest Concept Design

4. Shared Use of Public and Institutional Facilities

The best opportunity for expanding parks and open space within the Plan area is to open up school playgrounds and filed to the community at large. Athletic fields and facilities that are used by the school during the school day could be available to the community after school hours and on weekend. This can be achieved affordably by simply rerouting existing fencing.

Figure 3.12: Joint Use Concept Design

This concept plan illustrates the potential joint use at an existing school – Belvedere Middle School

Soccer field

Basketball courts

Organized sports

Active recreation

5. Enhance Existing Parks Over Time

The existing parks within and immediately adjacent to the project area are well used and an important resource for the community. It is important to ensure that the facilities and programs that occur at these parks meet community needs. To this end, evaluations of what facility or programming changes may be necessary to meet these community needs should be made every five years. The concept design below illustrates potential improvements to Belvedere Park.

Figure 3.13: Enhance Existing Park Concept Design

Solar panel shade structure

Permeable paving on path

Permeable paving for parking

Learning/discovering wildlife

3.4 Parking Strategy

[Reserved]

3.5 Infrastructure Strategy

[Reserved for summary of Water and Wastewater Report]

CHAPTER 4 – DEVELOPMENT CODE

4.1 Introduction

This Chapter contains the development specifications, regulations, and design guidelines for all development projects within the Specific Plan area.

A. Purpose and Intent

This Development Code ("Code") provides detailed regulations for development within the Specific Plan area, and describes how these regulations will be used as part of the County's development review process.

This Code provides for the continuing evolution of the Plan area into a place where:

- Shops, workplaces, residences, open spaces, and civic buildings are situated within walking distance of transit and one another;
- Streets efficiently accommodate the needs of automobiles, transit, and bicycles, while remaining comfortable and attractive environments for pedestrians;
- Transit (rail and bus) is leveraged to serve the Plan area and the greater community;
- New and remodeled buildings are oriented to positively define and frame adjacent public streets and public open spaces, are harmonious with each other, and are consistent with the desired vision, as described in Chapter 3 of this Specific Plan.

B. Organization

The Development Code's components are:

Section 5.1: **INTRODUCTION**
Purpose and Intent

Section 5.2: **REGULATING PLAN**
Zones Established
Permitted Uses by Zone

Section 5.3: **ZONE STANDARDS**

Section 5.4: **GENERAL STANDARDS**

Section 5.5: **BUILDING TYPES**

Section 5.6: **FRONTAGE TYPES**

Section 5.7: **SIGNAGE STANDARDS**

Section 5.8: **BLOCK/SUBDIVISION STANDARDS**

Section 5.9: **STREET STANDARDS**

Section 5.10: **ADMINISTRATION**
Applicability
Required Findings
Variances: Exceptions and Warrants
Nonconforming

Section 5.11: **DEFINITIONS**

4.2 Regulating Plan

A. Purpose

This section establishes the zones applied to all property within the 3rd Street Specific Plan area through the Regulating Plan (Figure 4.1A).

The Regulating Plan divides the Specific Plan area into eight distinct zones, ranging from the most urban types of development and land uses (zero setback, multi-floor, mixed-use buildings) to the least urban types (single-use, single- and two-family houses with setbacks on all sides). Most zones allow a mixture of land uses.

Each zone regulates land use, building and parking placement, building height, building types, and frontage types for all parcels within the Specific Plan area in a manner that achieves the goals and policies of this Specific Plan.

B. Zones Established

The following zones are established, and are applied to all property within the Specific Plan boundary as shown on the Regulating Plan (Figure 4.1A). These zones reflect the intended physical character of their specific location and are organized into three categories: Mixed-use; Residential; and, Open Space and Civic Zones.

1. **Mixed Use**
    a. **Mixed Use – TOD (MU-TOD).** The MU-TOD Zone is applied to areas adjacent to and generally surrounding the Gold Line Stations along 3rd Street for the general purpose of transit-oriented retail, office, and housing in 2- to 3-story, mixed-use buildings close to or at the sidewalk with portions of buildings adjacent to station sites up to 4 stories. The maximum residential density for the MU-TOD Zone is 40 dwelling units per net acre.
    b. **Mixed Use -Cesar Chavez (MU-CC).** The MU-CC Zone is applied to areas fronting on and generally surrounding Cesar Chavez Avenue for the general purpose of mixed-use development of varied housing types in up to 3 story buildings near or at the sidewalk. Generally, development is more intense west of the 710 freeway and less intense east

of the 710 freeway. The maximum residential density for the MU-CC Zone is 30 dwelling units per net acre.

c. **Mixed Use – Main Street (MU-MS).** The MU-MS Zone is applied to areas fronting on and generally surrounding 1st Street between Indiana Street and Rowan Avenue for the general purpose of mixed-use development of varied housing types in up to 2.5 story buildings near or at the sidewalk. The maximum residential density for the MU-MS Zone is 30 dwelling units per net acre.

d. **Mixed Use - Atlantic Boulevard (MU-AB).** The MU-AB Zone is applied to areas that front on and are generally adjacent to Atlantic Boulevard between 6th Street and Repetto Street for the general purpose of corridor retail, office, and housing in up to 3-story, mixed-use buildings close to or at the sidewalk. The maximum residential density for the MU-AB Zone is 30 dwelling units per net acre.

e. **Mixed Use - Neighborhood Center (MU-NC).** The MU-NC Zone is applied to parcels identified to accommodate neighborhood-serving retail, office, and residential uses in up to 2.5 story house-scale buildings near or at the sidewalk. Parking is on-street and on-site between or behind buildings. Streetscapes and civic spaces are urban and planted in support of ground floor retail, office, live-work and civic uses. Streetscapes and civic spaces are urban in character and landscaped in a manner that is compatible with ground floor retail, office, and civic uses. The maximum residential density for the MU-NC zone is 30 dwelling units per net acre.

2. Residential

a. **Low Medium Density Residential (LMD).** The LMD Zone is applied to the residential neighborhoods. The intent of the LMD zone is to preserve the small-scale, residential character of the residential neighborhoods through the introduction of lower-intensity housing types up to 2 stories in height. The maximum residential density for the LMD Zone is 15 dwelling units per net acre.

3. Open Space and Civic

a. **Civic (CV) Zone.** The CV Zone is applied to existing public, governmental, or other civic-oriented parcels.

b. **Open Space (OS) Zone.** The Os Zone is applied to existing open space that is used by the general public.

[See Attached 11x17 Regulating Plan]

Permitted Uses

Allowable uses and permit requirements by zone are listed in Table 5.2.2A.

Table 4.2.1 Land Use and Permit Requirements

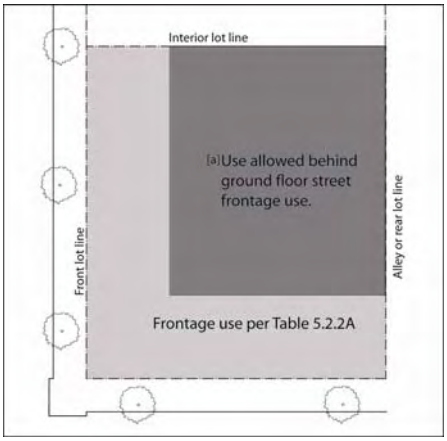
USE TYPE	PERMIT REQUIRED BY ZONE							
	TOD	CC	FS	AB	NC	NG	CV	OS
Retail								
Bar/tavern/nightclub	CUP	CUP	CUP	--	--	--	--	--
Eating establishments, except drive-through	P	P	P	P	P	--	--	--
Eating establishments with drive-through	--	--	--	CUP	--	--	--	--
General retail, except with any of the following features:	P	P	P	P	P	--	--	--
Alcoholic beverage sales	CUP	CUP	CUP	CUP	--	--	--	--
Auto sales and rentals	--	--	--	CUP	--	--	--	--
Car washes	--	--	--	CUP	--	--	--	--
Drive-through facilities	--	--	--	CUP	--	--	--	--
On-site production of items sold	--	CUP	CUP	CUP	CUP	--	--	--
Neighborhood market/convenience store	DR	DR	DR	DR	DR	--	--	--
Outdoor vending	DR	DR	DR	--	DR	--	--	--
Residential								
Detached Dwelling	--	--	--	--	P	P	--	--
Attached Dwellings [a]	P	P	P	P	P	P	--	--
Dwelling as part of a mixed-use building	P	P	P	P	P	--	--	--
Service General								
Auto repair and service	--	--	--	CUP	--	--	--	--
Banquet facility - catering	CUP	CUP	CUP	CUP	--	--	--	--
Bicycle rental, repair and service	P	P	P	P	P	--	--	--
Child care centers	P	P	P	P	P	CUP	DR	--
Churches, temples and other places of worship	P	P	P	P	P	--	--	--
Day care center - adult	CUP	CUP	CUP	CUP	CUP	CUP	--	--
Drive-through service	--	--	--	DR	--	--	--	--
Dry cleaners – (must adhere to Title 22 standards for noise, vibration, odor, dust, etc.)	P	P	P	P	P	--	--	--
Laundromats	P	P	P	P	P	--	--	--
Lodging – bed & breakfast or inn-15 rooms or less	DR	DR	DR	P	CUP	--	--	--
Lodging - hotel	CUP	--	--	CUP	--	--	--	--
Mortuary, funeral home	--	--	--	CUP	--	--	--	--
Services: Business, Financial, Professional								

Table 4.2.1 Land Use and Permit Requirements

USE TYPE	PERMIT REQUIRED BY ZONE							
	TOD	CC	FS	AB	NC	NG	CV	OS
Bank/Financial Services	P	P	P	P	P	--	--	--
Medical services: clinics	P	P	P	P	P	--	P	--
Medical services office – chiropractor, dentist, doctor	P	P	P	P	P	--	P	--
Medical services – hospitals, urgent care, extended care	CUP	CUP	CUP	CUP	--	--	CUP	--
Office – general purpose	P	P	P	P	P	--	P	--
Photocopying/duplicating services	P	P	P	P	--	--	P	--
Schools- Business and Professional	P	P	P	P	P	--	--	--
Transportation, Communications, Infrastructure								
Parking facility – public or commercial	DR	DR	DR	DR	P	--	P	P
Public transit shelter	P	P	P	P	P	P	P	P
Public utility structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Radio/TV station or wireless communications tower	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Industry								
Artisan/craft production and manufacturing	P[a]	P[a]	P[a]	P[a]	P[a]	--	--	--
Design studios	P[a]	P[a]	P[a]	P[a]	--	--	--	--
Furniture and fixture manufacturing, cabinet shop	--	CUP [a]	CUP [a]	CUP [a]	--	--	--	--
Media production, office or storefront type (no sound stage)	P[a]	P[a]	P[a]	P[a]	--	--	--	--
Medical or analytical laboratory	CUP [a]	CUP [a]	CUP [a]	CUP [a]	--	--	--	--
Printing and Publishing	P [a]	P[a]	P[a]	P[a]	--	--	--	--
Other								
Art galleries	P	P	P	P	P	--	P	--
Museums	P	P	P	P	P	--	P	--

Key to Table 4.2.1

P	Permitted Use (site plan review)
DR	Director's Review required
CUP	Conditional Use Permit required
--	Use not allowed
[a]	Use allowed behind ground floor street frontage use or on upper floors. See Ground Floor Plan Diagram at right.



Ground Floor Plan Diagram

4.3 Standards by Zone

4.3.1 Mixed Use - TOD

A. PURPOSE

The Mixed Use – MU-TOD zone (MU-TOD) is applied to areas adjacent to and generally surrounding the Gold Line Stations along 3rd Street for the general purpose of transit-oriented retail, office, and residential uses in mixed-use buildings close to or at the sidewalk.

B. BUILDING TYPES ALLOWED

The building types allowed within the MU-TOD zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 5.3 (Building Types) for building type performance standards.

Building Types Allowed		
Building Type	Minimum Lot Width	Maximum Lot Width
Flex Block	50 ft	275 ft
Lined Block	150 ft	275 ft
Hybrid Court	150 ft	250 ft
Court	125 ft	200 ft
Rowhouse	14 ft (1 rowhouse)	150 ft (6 rowhouses)

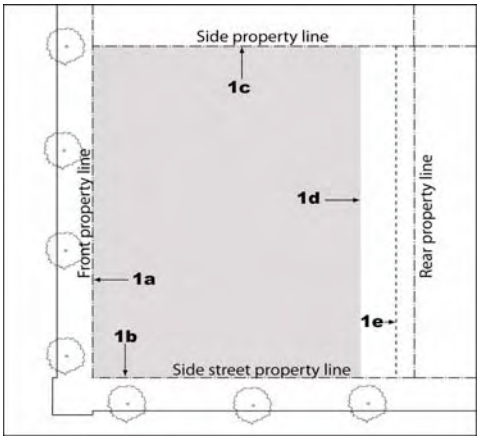
C. BUILDING PLACEMENT

1. **Lot Coverage:** The Maximum lot coverage for sites in the MU-TOD zone shall be 90 %, subject to required building setbacks.

2. Primary Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

Setback Requirements Primary Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	0 ft	10 ft
1b	Side Street	0 ft	10 ft
1c	Side Yard	0 ft	12 ft
1d	Rear Yard (no alley)	10 ft	--
1e	Rear Yard (with alley)	5 ft	--

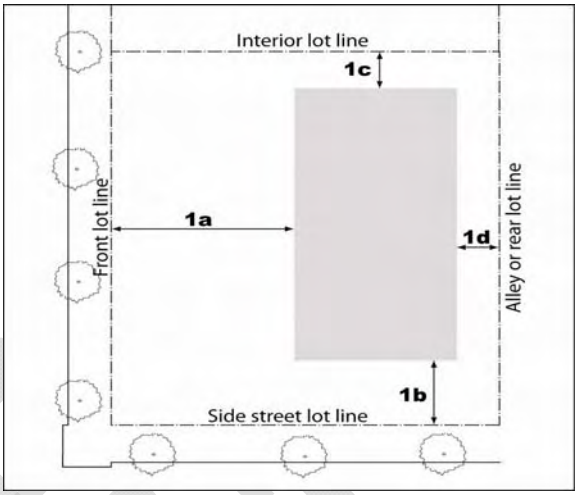


Minimum Setback Diagram

3. Accessory Building Setbacks

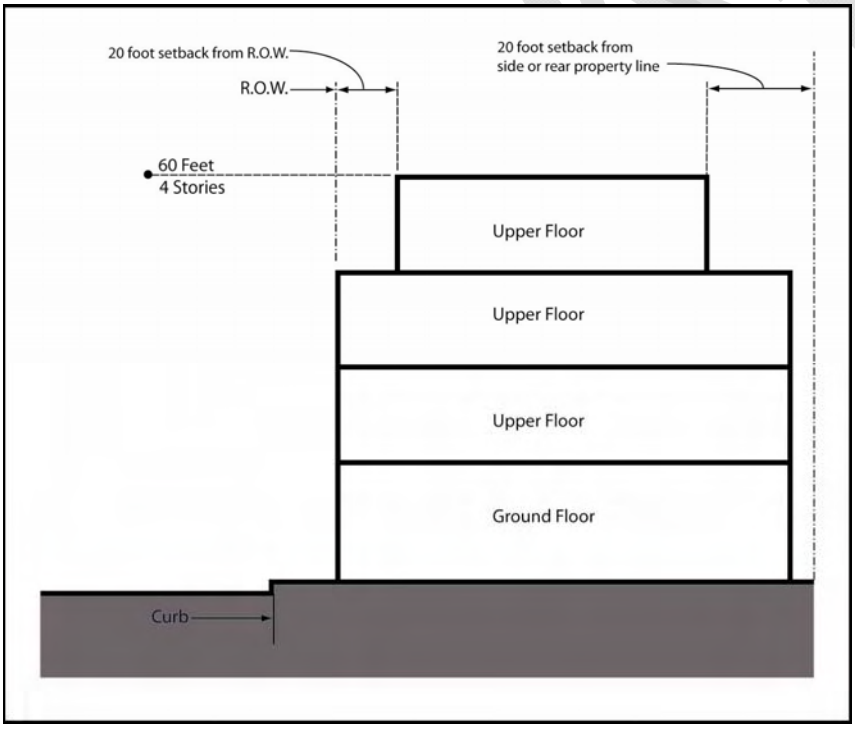
Accessory dwellings and/or buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--



Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram

1. Building Height

The maximum building height shall not exceed 60 feet in the MU-TOD zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	West of the 710		East of the 710	
	Maximum number of stories	Maximum height	Maximum number of stories	Maximum height
Flex Block	3	40 ft.	4[a]	60 ft.
Lined Block	3	40 ft.	4[a]	60 ft.
Hybrid Court	3	40 ft.	4[a]	60 ft.
Court	3	40 ft.	3	40 ft.
Rowhouse	3	40 ft.	3	40 ft.

[a] The 4th story requires a 15 foot setback from the right-of-way and a 30 foot setback from the interior or rear property line, except civic buildings.

2. Ground Story Height

a. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.
b. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.
c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.
b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.
c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

A maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 5.4 (Frontage Types) for frontage specifications.

West of the 710

- Shopfront
- Forecourt
- Stoop
- Terrace
- Front yard/porch

East of the 710

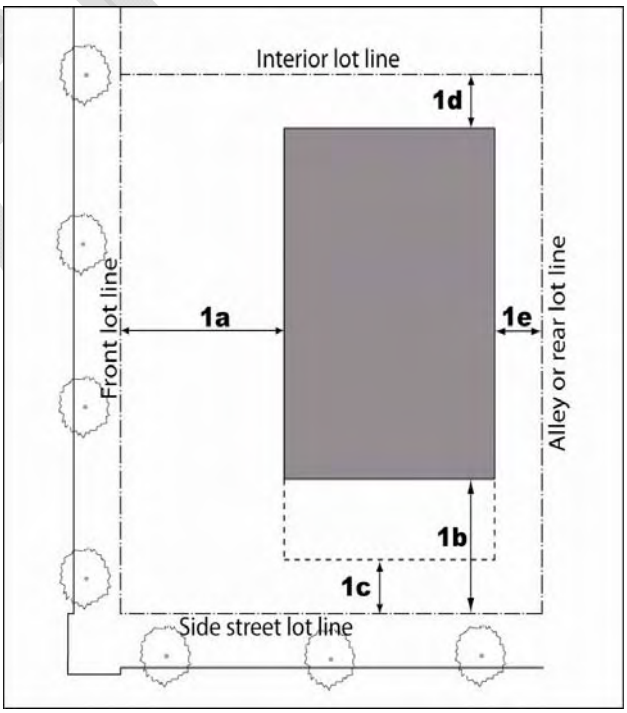
- Arcade
- Gallery
- Shopfront
- Forecourt
- Stoop
- Terrace
- Front yard/porch

E. PARKING

1. Parking Placement

Required parking shall be placed per the table below. Setbacks for parking apply to all stories of a parking structure.

Parking Placement			
Key	Setback	Above Grade	Under Ground
1a	Front Yard	40 ft minimum; parking structure must be lined with occupiable indoor space	0 ft
1b	Side Street (Parking Structure)	30 ft minimum; parking structure must be lined with occupiable indoor space	5 ft min.
1c	Side Street (Surface lot)	5 ft min.	0 ft
1d	Side Yard	5 ft min.	0 ft
1e	Rear Yard	5 ft min.	0 ft



Parking Placement Diagram

2. Required Parking

The required number of parking spaces shall be as provided in the table below. All fractions shall be rounded up to the next whole number.

Required Parking		
Use Type [a]	**Required Parking**	**Guest Parking**
Residential, studio	.75 per unit	--
Residential, 1 bedroom	.75 per unit	--
Residential, 2 +bedroom	.75 per unit	.1 per unit
Live/Work	.75 per unit	No minimum
Non-residential use	No minimum	--

[a] Residential use: Any allowed dwelling type (flat, townhouse, loft) in an allowed building type.

Live-work use: A dwelling unit comprised of both living space and work space, where either a residential use or a commercial use can be the primary use, and in which at least one resident of the living space is responsible for the commercial activity performed in the work space. The terms "living space" shall mean the area for the residential use and "working space" shall mean the area for the commercial use.

Non-residential use: Any allowed retail, service, transportation/communications, infrastructure, industry, manufacturing and processing, warehousing and distribution, recreation, education or public assembly use per Table 5.2.1.

4.3.2 Mixed Use – Main Street Zone

A. PURPOSE

The Mixed Use – Main Street Zone (MU-MS) is applied to areas fronting on and generally surrounding First Street from Indiana Street to Rowan Avenue for the general purpose of mixed-use development in up to 3 story buildings near or at the sidewalk.

B. BUILDING TYPES ALLOWED

The building types allowed within the MU-MS Zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 5.3 for building type specifications.

Building Types Allowed		
Building Type	Minimum Lot Width	Maximum Lot Width
Flex Block	50 ft	275 ft
Lined Block	150 ft	275 ft
Court	125 ft	200 ft
Rowhouse	14 ft (1 rowhouse)	150 ft (6 rowhouses)

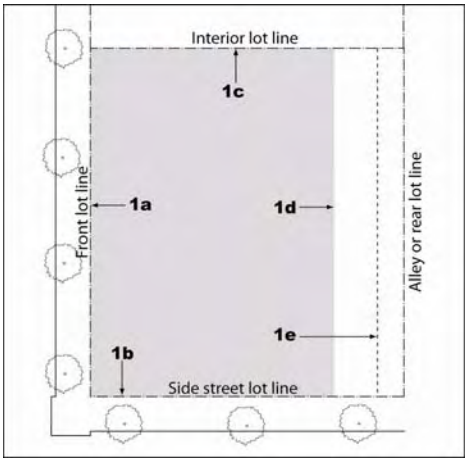
C. BUILDING PLACEMENT

1. Lot Coverage: The Maximum lot coverage for sites in the MU-MS Zone shall be 90 %.

2. Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

Setback Requirements			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	0 ft	10 ft
1b	Side Street	0 ft	10 ft
1c	Side Yard	0 ft	12 ft
1d	Rear Yard (no alley)	10 ft	--
1e	Rear Yard (with alley)	5 ft	--

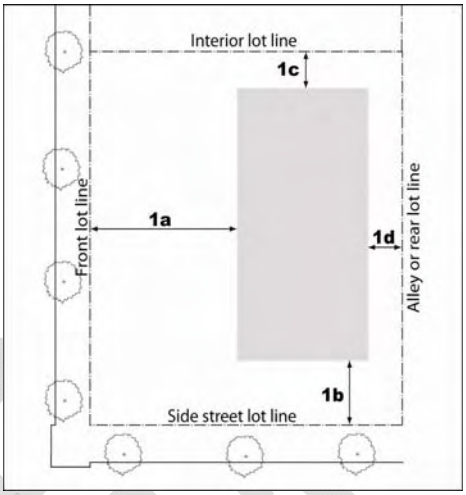


Minimum Setback Diagram

3. Accessory Building Setbacks

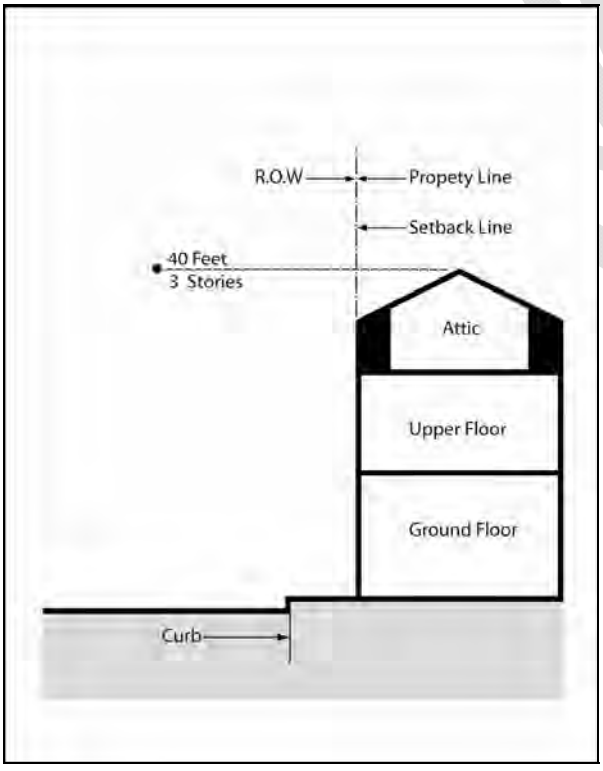
Accessory dwellings and/or buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--



Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram

1. Building Height

The maximum building height shall not exceed 40 feet in the MU-TOD zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	Maximum number of stories	Maximum height
Flex Block	3[a]	40 ft
Lined Block	3[a]	40 ft
Court	3[a]	40 ft
Rowhouse	3[a]	40 ft

[a] The third story shall be under a gable, hip, or gambrel roof.

2. Ground Story Height

d. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.
e. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.
f. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.
b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.
c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

A maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 5.4 for frontage specifications.

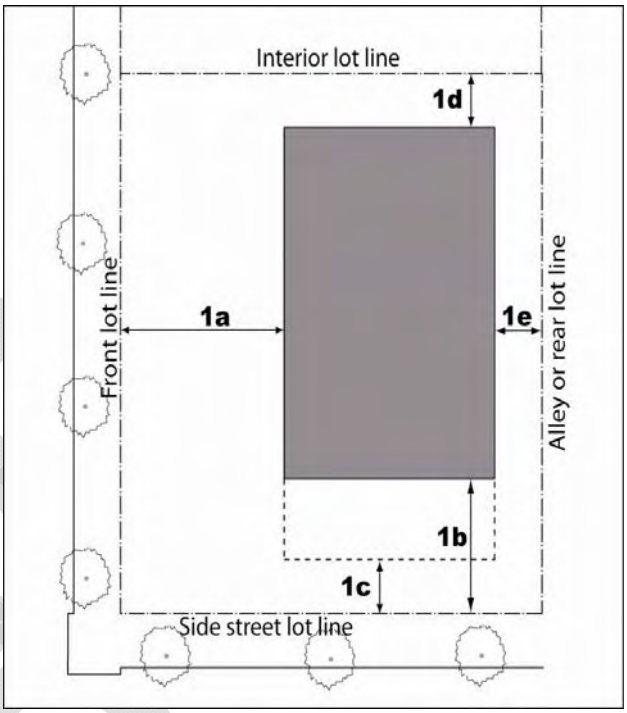
- Gallery
- Shop front
- Forecourt

E. PARKING

1. Parking Placement

Required parking shall be placed per the table below. Setbacks for parking apply to all stories of a parking structure.

Parking Placement			
Key	Setback	Above Grade	Under Ground
1a	Front Yard	40 ft minimum; parking structure must be lined with occupiable indoor space	0 ft
1b	Side Street (Parking Structure)	30 ft minimum; parking structure must be lined with occupiable indoor space	5 ft min.
1c	Side Street (Surface lot)	5 ft min.	0 ft
1d	Side Yard	5 ft min.	0 ft
1e	Rear Yard	5 ft min.	0 ft



Parking Placement Diagram

2. Required Parking

The required number of parking spaces shall be as provided in the table below. All fractions shall be rounded up to the next whole number.

Required Parking		
Use Type [a]	**Required Parking**	**Guest Parking**
Residential, studio	1.0 per unit	None
Residential, 1 bedroom	1.0 per unit	None
Residential, 2 +bedroom	1.5 per unit	.1 per unit
Live/Work	1.0 per unit	No minimum
Non-residential use	1.0/1000 sf	--

[a] Residential use: Any allowed dwelling type (flat, townhouse, loft) in an allowed building type.

Live-work use: A dwelling unit comprised of both living space and work space, where either a residential use or a commercial use can be the primary use, and in which at least one resident of the living space is responsible for the commercial activity performed in the work space. The terms

"living space" shall mean the area for the residential use and "working space" shall mean the area for the commercial use.

Non-residential use: Any allowed retail, service, transportation/communications, infrastructure, industry, manufacturing and processing, warehousing and distribution, recreation, education or public assembly use per Table 2.1A.

4.3.3 Mixed Use - Cesar Chavez Zone

A. PURPOSE

The Mixed Use - Cesar Chavez Zone (MU-CC) is applied to areas fronting on and generally surrounding Cesar Chavez Avenue for the general purpose of mixed-use development, including office and residential on upper floors, and office, retail, and services uses on the ground floor.

B. BUILDING TYPES ALLOWED

The building types allowed within the MU-CC Zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 4.3 (Building Types) for building type performance standards.

Building Types Allowed			
West of the 710	East of the 710	Minimum Lot Width	Maximum Lot Width
Flex Block	Flex Block	50 ft	275 ft
Lined Block	--	150 ft	275 ft
Hybrid Court	--	150 ft	250 ft
Court	Court	125 ft	200 ft
Rowhouse	Rowhouse	14 ft (1 rowhouse)	150 ft (6 rowhouses)
Duplex	Duplex	40 ft	70 ft
House	House	40 ft	70 ft

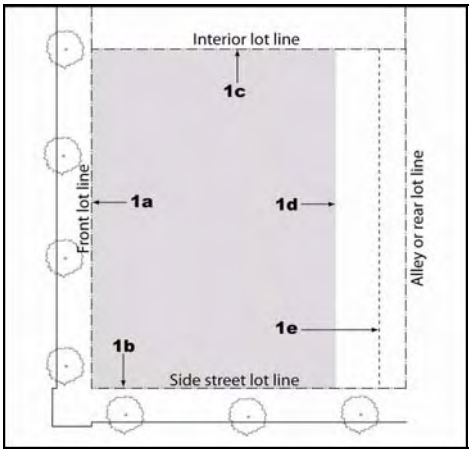
C. BUILDING PLACEMENT

1. Lot Coverage: The Maximum lot coverage for sites in the MU-CC Zone shall be 90 %.

2. Primary Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

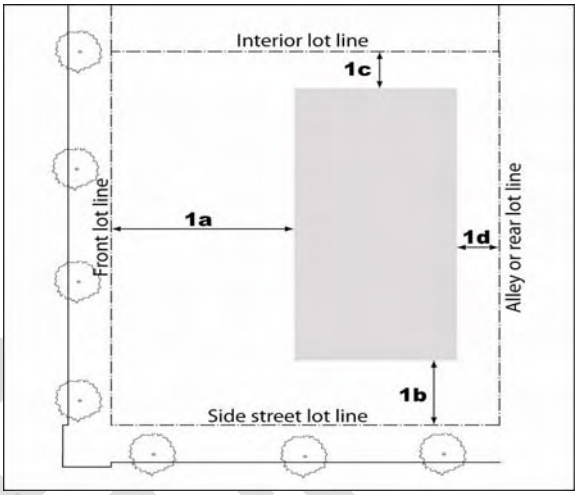
Setback Requirements Primary Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	0 ft	10 ft
1b	Side Street	0 ft	10 ft
1c	Side Yard	0 ft	12 ft
1d	Rear Yard (no alley)	10 ft	--
1e	Rear Yard (with alley)	5 ft	--



3. Accessory Building Setbacks

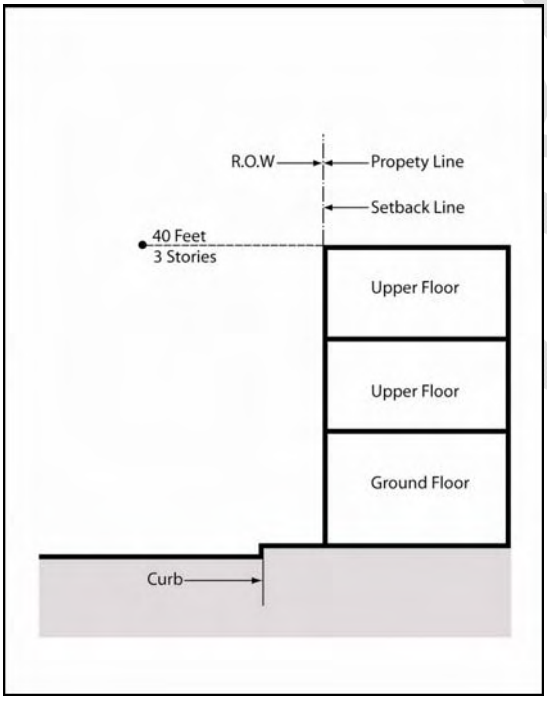
Accessory dwellings and/or buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--

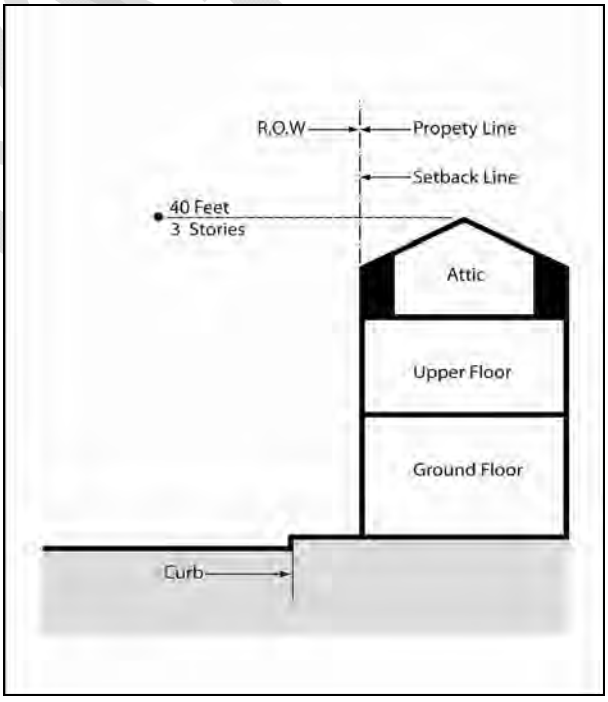


Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram West of the 710



Section Diagram East of the 710

1. Building Height

The maximum building height shall not exceed 40 feet in the MU-TOD zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	West of the 710		East of the 710	
	Maximum number of stories	Maximum height	Maximum number of stories	Maximum height
Flex Block	3	40 ft	3	40 ft
Lined Block	3	40 ft	--	40 ft
Hybrid Court	3	40 ft	--	40 ft
Court	3	40 ft	3 [a]	40 ft
Rowhouse	3 [a]	40 ft	3 [a]	40 ft
Duplex	3 [a]	40 ft	3 [a]	40 ft
House	3 [a]	40 ft	3 [a]	40 ft

[a] The third story shall be under a gable, hip, or gambrel roof.

2. Ground Story Height

g. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.
h. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.
i. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.
b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.
c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

A maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 4.6 (Frontage Types) for frontage specifications.

West of the 710

- Gallery
- Shopfront
- Forecourt
- Stoop
- Terrace
- Front yard/porch

East of the 710

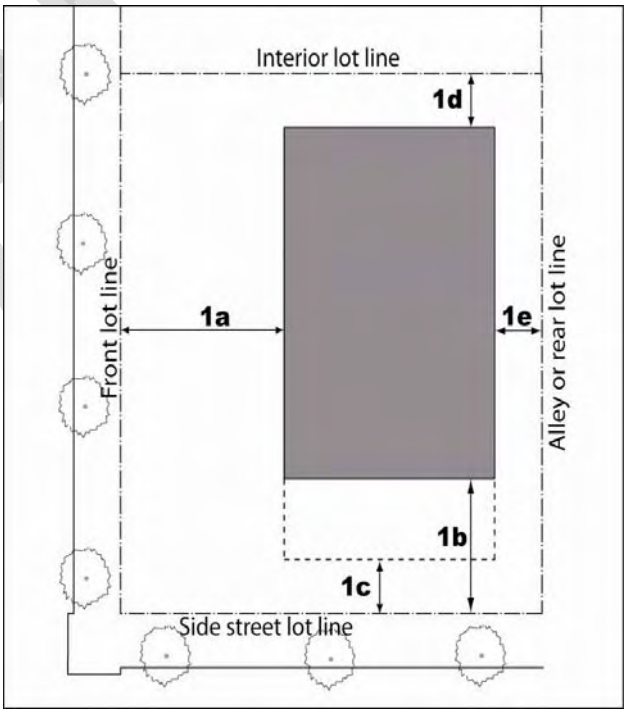
- Gallery
- Shopfront
- Forecourt
- Stoop
- Terrace
- Front yard/porch
-

E. PARKING

1. Parking Placement

Required parking shall be placed per the table below. Setbacks for parking apply to all stories of a parking structure.

Parking Placement			
Key	Setback	Above Grade	Under Ground
1a	Front Yard	40 ft minimum; parking structure must be lined with occupiable indoor space	0 ft
1b	Side Street (Parking Structure)	30 ft minimum; parking structure must be lined with occupiable indoor space	5 ft min.
1c	Side Street (Surface lot)	5 ft min.	0 ft
1d	Side Yard	5 ft min.	0 ft
1e	Rear Yard	5 ft min.	0 ft



Parking Placement Diagram

2. Required Parking

The required number of parking spaces shall be as provided in the table below. All fractions shall be rounded up to the next whole number.

Required Parking		
Use Type [a]	**Required Parking**	**Guest Parking**
Residential, studio	1.0 per unit	None
Residential, 1 bedroom	1.0 per unit	None
Residential, 2 +bedroom	1.5 per unit	.1 per unit
Live/Work	1.0 per unit	No minimum
Non-residential use	1.0/500 sf	--

[a] Residential use: Any allowed dwelling type (flat, townhouse, loft) in an allowed building type.

Live-work use: A dwelling unit comprised of both living space and work space, where either a residential use or a commercial use can be the primary use, and in which at least one resident of the living space is responsible for the commercial activity performed in the work space. The terms "living space" shall mean the area for the residential use and "working space" shall mean the area for the commercial use.

Non-residential use: Any allowed retail, service, transportation/communications, infrastructure, industry, manufacturing and processing, warehousing and distribution, recreation, education or public assembly use per Table 5.2.1.

4.3.4 Mixed Use - Atlantic Boulevard Zone

A. PURPOSE

The Mixed Use - Atlantic Boulevard Zone (MU-AB) is applied to areas fronting on and generally adjacent to Atlantic Boulevard for the general purpose of corridor retail, office, and residential uses in up to 3-story buildings close or at the sidewalk. Parking is between or behind buildings. Streetscapes and civic spaces are urban in character and landscaped in a manner that supports pedestrian activity.

B. **BUILDING TYPES ALLOWED**

The building types allowed within the MU-AB Zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 5.3 (Building Types) for building type specifications.

Building Types Allowed		
Building Type	Minimum Lot Width	Maximum Lot Width
Flex Block	50 ft	275 ft
Lined Block	150 ft	275 ft
Court	125 ft	200 ft

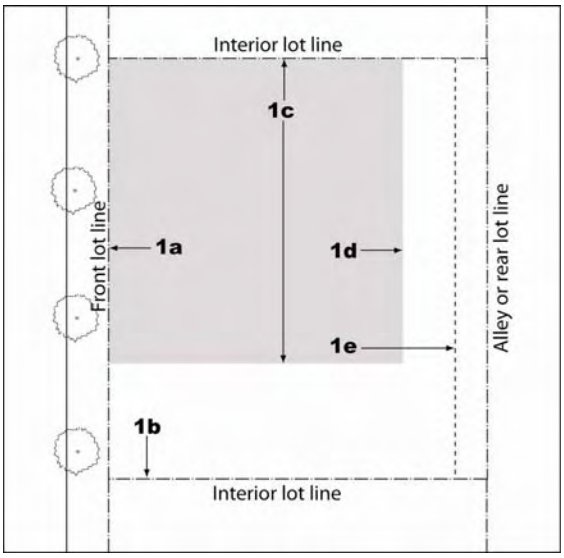
C. BUILDING PLACEMENT

1. Lot Coverage: The Maximum lot coverage for sites in the MU-AB Zone shall be 50 %.

2. Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

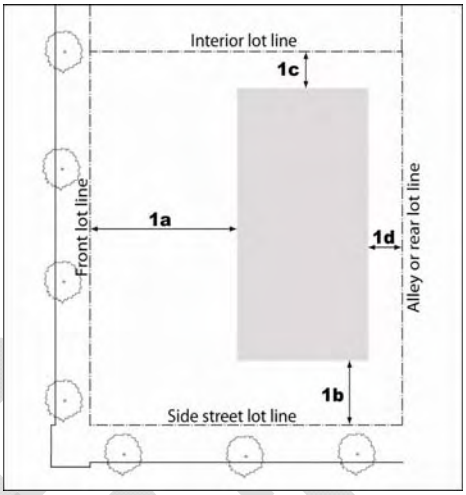
Setback Requirements			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	0 ft	10 ft
1b	Side Street	0 ft	10 ft
1c	Side Yard	0 ft one side; 25 ft other side	--
1d	Rear Yard (no alley)	10 ft	--
1e	Rear Yard (with alley)	5 ft	--



3. Accessory Building Setbacks

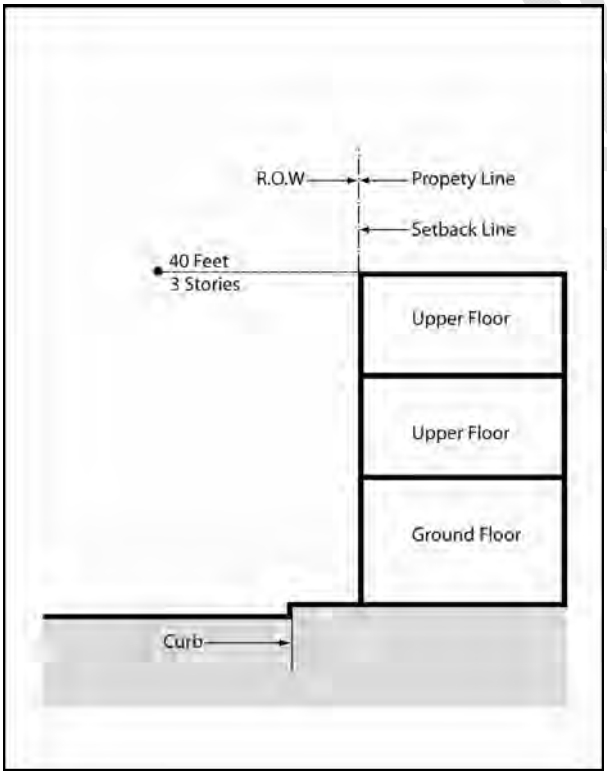
Accessory buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--



Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram

1. Building Height

The maximum building height shall not exceed 40 feet in the MU-AB Zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	Maximum number of stories	Maximum height
Flex Block	3	40 ft
Lined Block	3	40 ft
Court	3	40 ft

2. Ground Story Height

j. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.

k. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.

l. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.

b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.

c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

a. Maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 5.6 (Frontage Types) for frontage specifications.

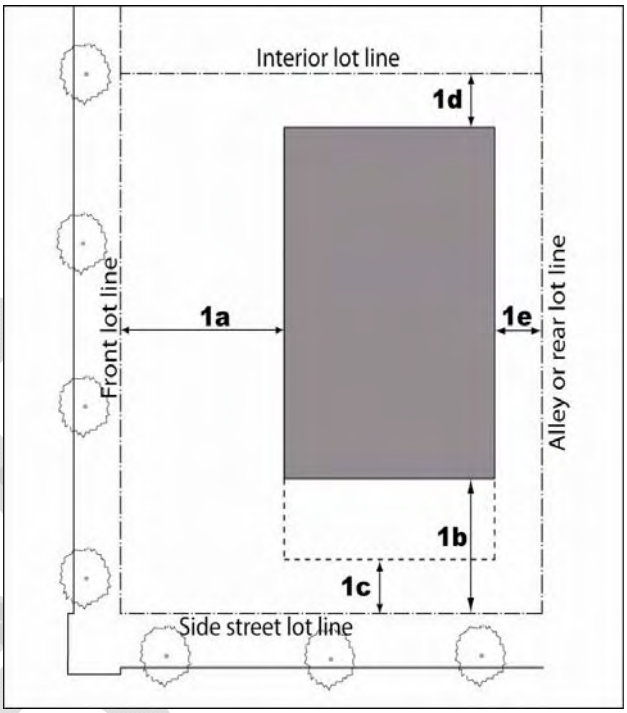
- Arcade
- Gallery
- Shop front
- Forecourt

E. PARKING

1. Parking Placement

Required parking shall be placed per the table below. Setbacks for parking apply to all stories of a parking structure.

Parking Placement			
Key	Setback	Above Grade	Under Ground
1a	Front Yard	40 ft minimum; parking structure must be lined with occupiable indoor space	0 ft
1b	Side Street (Parking Structure)	30 ft minimum; parking structure must be lined with occupiable indoor space	5 ft min.
1c	Side Street (Surface lot)	5 ft min.	0 ft
1d	Side Yard	5 ft min.	0 ft
1e	Rear Yard	5 ft min.	0 ft



Parking Placement Diagram

2. Required Parking

The required number of parking spaces shall be as provided in the table below. All fractions shall be rounded up to the next whole number.

Required Parking		
Use Type [a]	**Required Parking**	**Guest Parking**
Residential, studio	1.0 per unit	.25 per unit
Residential, 1 bedroom	1.0 per unit	.25 per unit
Residential, 2 +bedroom	2.0 per unit	.25 per unit
Live/Work	1.0 per unit	No minimum
Non-residential use	1.0/350 sf	--

[a] Residential use: Any allowed dwelling type (flat, townhouse, loft) in an allowed building type.

Live-work use: A dwelling unit comprised of both living space and work space, where either a residential use or a commercial use can be the primary use, and in which at least one resident of the living space is responsible for the commercial activity performed in the work space. The terms

"living space" shall mean the area for the residential use and "working space" shall mean the area for the commercial use.

Non-residential use: Any allowed retail, service, transportation/communications, infrastructure, industry, manufacturing and processing, warehousing and distribution, recreation, education or public assembly use per Table 4.2.1.

4.3.5 *Mixed Use - Neighborhood Center Zone*

A. PURPOSE

The Mixed Use - Neighborhood Center Zone (MU-NC) is applied to areas parcels identified to accommodate neighborhood-serving retail, office and residential uses in up to 3-story house-scaled buildings near or at the sidewalk. Parking is between or behind buildings. Streetscapes are urban in character and landscaped in a manner that is supportive of pedestrian activity.

B. BUILDING TYPES ALLOWED

The building types allowed within the MU-NC Zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 5.3 (Building Types) for building type performance standards.

Building Types Allowed		
Building Type	Minimum Lot Width	Maximum Lot Width
Flex Block	50 ft	275 ft
Court	125 ft	200 ft
Court	125 ft	200 ft
Rowhouse	14 ft (1 rowhouse)	150 ft (6 rowhouses)
Duplex	40 ft	70 ft
House	40 ft	70 ft

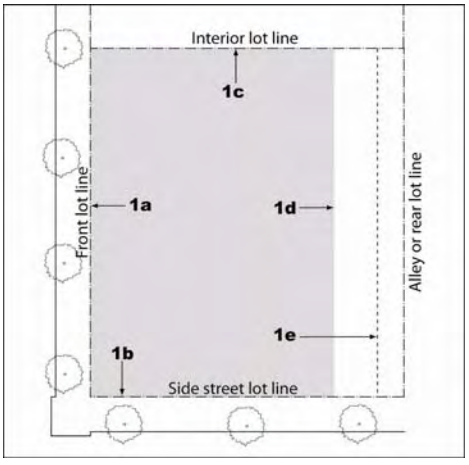
C. BUILDING PLACEMENT

1. Lot Coverage: The Maximum lot coverage for sites in the MU-NC Zone shall be 90 %.

2. Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

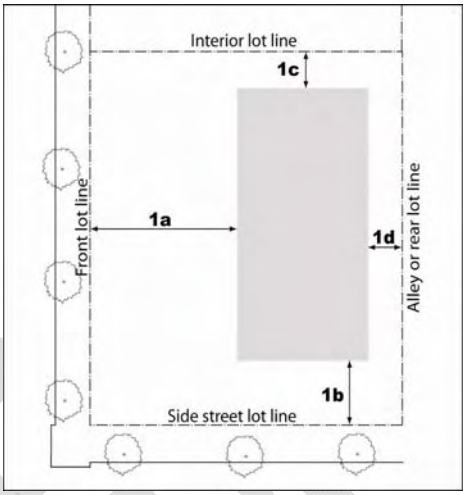
Setback Requirements			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	0 ft	10 ft
1b	Side Street	0 ft	10 ft
1c	Side Yard	0 ft	12 ft
1d	Rear Yard (no alley)	10 ft	--
1e	Rear Yard (with alley)	5 ft	--



3. Accessory Building Setbacks

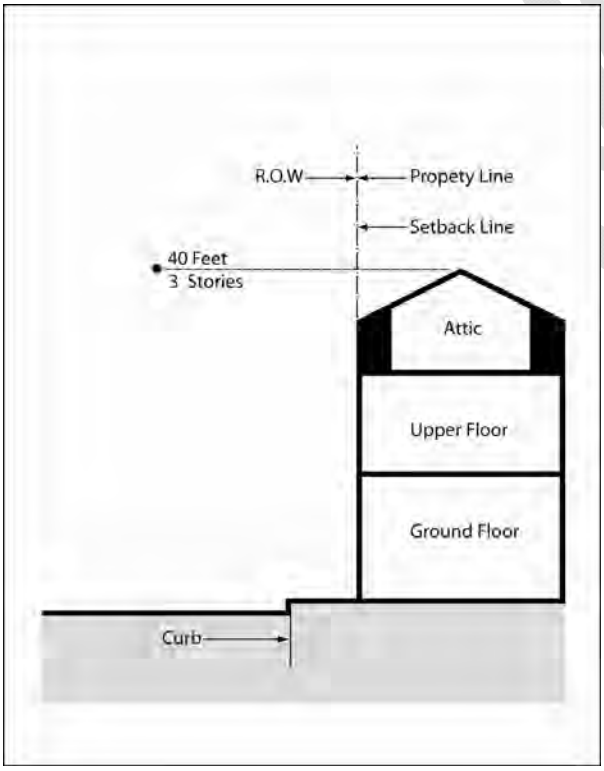
Accessory dwellings and/or buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--



Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram

1. Building Height

The maximum building height shall not exceed 40 feet in the MU-NC Zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	Maximum number of stories	Maximum height
Flex Block	3[a]	40 ft
Lined Block	3[a]	40 ft
Court	3[a]	40 ft
Rowhouse	3[a]	40 ft

[a] The third story shall be under a gable, hip, or gambrel roof.

2. Ground Story Height

m. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.
n. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.
o. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.
b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.
c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

A maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 5.6 (Frontage Types) for frontage specifications.

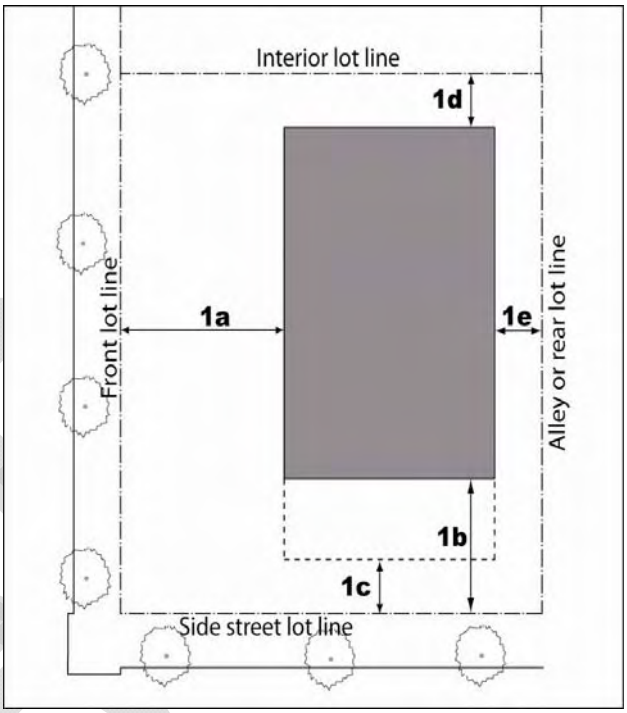
- Shop front
- Forecourt
- Stoop
- Terrace
- Front yard/porch

E. PARKING

1. Parking Placement

Required parking shall be placed per the table below. Setbacks for parking apply to all stories of a parking structure.

Parking Placement			
Key	Setback	Above Grade	Under Ground
1a	Front Yard	40 ft minimum; parking structure must be lined with occupiable indoor space	0 ft
1b	Side Street (Parking Structure)	30 ft minimum; parking structure must be lined with occupiable indoor space	5 ft min.
1c	Side Street (Surface lot)	5 ft min.	0 ft
1d	Side Yard	5 ft min.	0 ft
1e	Rear Yard	5 ft min.	0 ft



Parking Placement Diagram

2. Required Parking

The required number of parking spaces shall be as provided in the table below. All fractions shall be rounded up to the next whole number.

Required Parking		
Use Type [a]	**Required Parking**	**Guest Parking**
Residential, studio	1.0 per unit	None
Residential, 1 bedroom	1.0 per unit	None
Residential, 2 +bedroom	1.5 per unit	.1 per unit
Live/Work	1.0 per unit	No minimum
Non-residential use	1.0/1000 sf	--

[a] Residential use: Any allowed dwelling type (flat, townhouse, loft) in an allowed building type.

Live-work use: A dwelling unit comprised of both living space and work space, where either a residential use or a commercial use can be the primary use, and in which at least one resident of the living space is responsible for the commercial activity performed in the work space. The terms

"living space" shall mean the area for the residential use and "working space" shall mean the area for the commercial use.

Non-residential use: Any allowed retail, service, transportation/communications, infrastructure, industry, manufacturing and processing, warehousing and distribution, recreation, education or public assembly use per Table 5.2.1.

4.3.6 Low Medium Density Residential Zone

A. PURPOSE

The Low Medium Density Residential Zone (LMD) is applied to neighborhoods currently occupied generally by 1- and 2- story, single-family and duplexes with large, landscaped front yard setbacks. The intent of the NG zone is to preserve this small-scale, residential character through the introduction of lower-intensity housing types up to 2 stories in height.

B. BUILDING TYPES ALLOWED

The building types allowed within the LMD Zone shall be limited to those listed in the table below, and placed on lots with the minimum lot width shown. See Section 5.3 (Building Types) for building type performance standards.

Building Types Allowed		
Building Type	Minimum Lot Width	Maximum Lot Width
Duplex	40 ft	70 ft
House	40 ft	70 ft

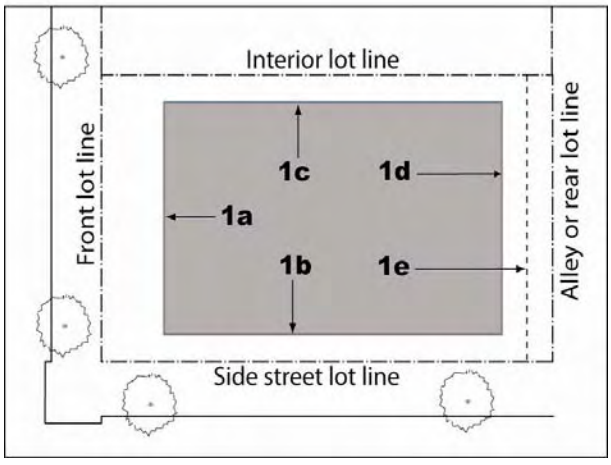
C. BUILDING PLACEMENT

1. Lot Coverage: The Maximum lot coverage for sites in the LMD Zone shall be 60 %.

2. Building Setbacks

Minimum setbacks required and where noted, maximum setbacks allowed; except where frontage type standards allow exceptions or establish different requirements. All setbacks are to the building façade.

Setback Requirements			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	15 ft	25 ft
1b	Side Street	5 ft	10 ft
1c	Side Yard	5 ft	12 ft
1d	Rear Yard (no alley)	15 ft	--
1e	Rear Yard (with alley)	5 ft	--

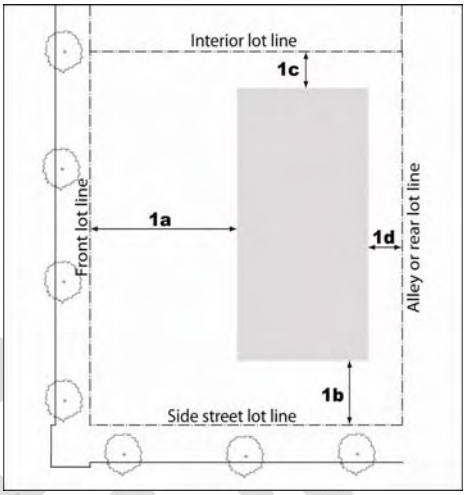


Minimum Setback Diagram

3. Accessory Building Setbacks

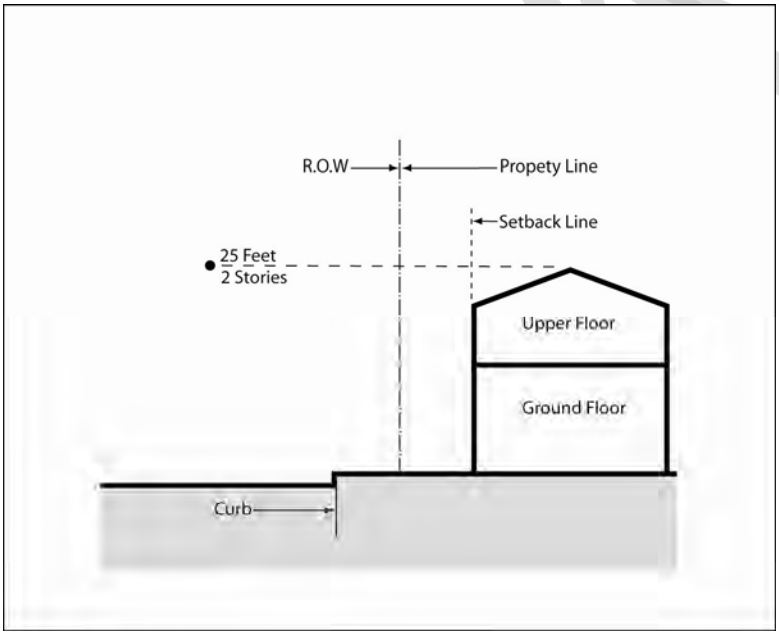
Accessory dwellings and/or buildings where permitted shall be placed within the shaded area as shown on the diagram below.

Setback Requirements Accessory Building			
Key	Location	Minimum Setback	Maximum Setback
1a	Front Yard	50% of lot width	--
1b	Side Street	12 ft	--
1c	Side Yard	5 ft	--
1d	Rear Yard	5 ft	--



Minimum Setback Diagram

D. BUILDING HEIGHT AND PROFILE



Section Diagram

1. Building Height

The maximum building height shall not exceed 25 feet in the LMD Zone, subject to the number of stories allowed by building type. Building height shall be measured from adjacent finished grade to eave or top

of parapet of the highest story. The allowable number of stories by building type is listed in the table below.

Building Type	Maximum number of stories	Maximum height
Flex Block	2	25 ft
Lined Block	2	25 ft
Court	2	25 ft
Rowhouse	2	25 ft

2. Ground Story Height

p. The minimum floor-to-ceiling story height limit for the ground floor of residential uses shall be 11 feet.

q. The minimum floor-to-ceiling story height for the ground floor of non-residential uses shall be 14 feet.

r. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

3. Upper Story Height

a. The minimum floor-to-ceiling story height for residential uses shall be 9 feet.

b. The minimum floor-to-ceiling story height for non-residential uses shall be 10 feet.

c. The minimum floor-to-ceiling story height for parking areas shall be 8 feet.

4. Mezzanines

A maximum of 2 floors allowed to include mezzanines.

5. Frontage Type

The ground floor fronting a street or public open space shall contain at least one of the following frontage types. See Section 5.6 (Frontage Types) for frontage specifications.

- Terrace
- Front yard/porch

4.4 General Standards

A. PURPOSE

The following requirements are applicable to all building types in the Specific Plan area.

B. LOT SIZE

All buildings shall be designed per the applicable lot width and depth standards with one building per lot. Lots that are greater than two acres in area shall be developed per the requirements of Section 5.6 (Block and Subdivision Standards).

C. PARKING

1. Where an alley is present, parking shall be accessed through the alley.
2. Fore corner lots without alley access, parking shall be accessed from the side street.
3. Entrances to garages, subterranean garages and/or driveways shall be located as close as possible to the side/rear of each lot in order to minimize interference with the facades along the front and side frontages.
4. One-way driveways shall be a minimum of 8 feet wide and a maximum of 10 feet wide.
5. Two-way driveways shall be a minimum of 20 feet wide and a maximum of 30 feet wide.
6. Surface parking shall be screened with a wall or hedge at least 3 feet in height and no taller than 4 feet along the frontage line.

D. SERVICES AND UTILITIES

1. When an alley is present, utility access and services such as back-flow preventers, transformer boxes, gas and electric meters, and other utilities shall be placed adjacent to and accessed from the alley, subject to requirements and approval of the associated utility company.
2. When an alley is not present, utility access and services shall be located in inconspicuous locations on the side of lots and should be thoroughly screened from public view.
3. Utilities required to be in front yards shall be located directly next to buildings or walls as close to the side yard as possible, and be screened from the view of the street by landscape.
4. All rooftop equipment shall be screened by a parapet that is architecturally integral to the building.

E. LANDSCAPING

1. Front yards and side streets.
    - **a.** Front and side street yards shall be planted and maintained from the edge of sidewalk to the building façade and adjacent wall or fence that encloses the side yards and/or rear yards.
    - **b.** Low shrubs and/or ground cover are encouraged to be planted adjacent to the building façade.
    - **c.** Low shrubs and vines or tall shrubs alone are encouraged to be planted adjacent to garden walls or fences.

d. No more than sixty percent of the entire front yard may be planted with lawn.

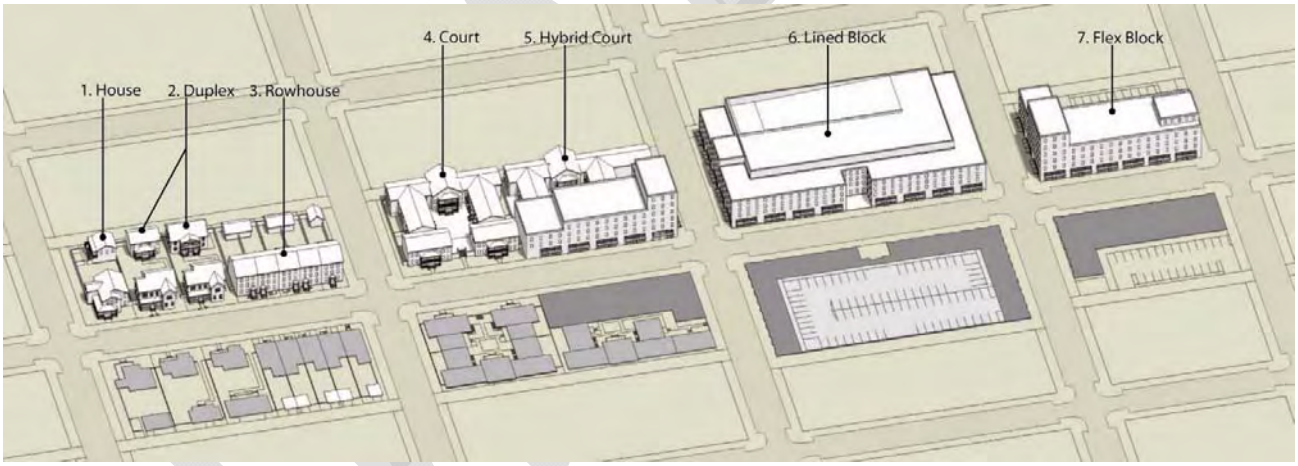
2. Other yards.
   a. Irrigation spray shall be directed to avoid hardscape.
   b. Irrigation controller cabinets shall be screened from view of the sidewalk and the street.
   c. Back-flow prevention devices shall be screened from view of the sidewalk and street and shall comply with local and federal regulations.
3. Landscape lighting.
   a. Landscape lighting shall be indirect and shielded in order to prevent spillover glare onto adjacent residences, streets, and sidewalks.
   b. Driveway and parking area lighting shall be provided in concealed fixtures.
   c. Walkway and driveway lighting shall be mounted at low heights in bollards, stairs, and/or walls.
4. Landscape Maintenance.
   a. Landscaping shall be maintained in a healthy and presentable conditions, and shall include:
      i. Irrigation and fertilizer;
      ii. Timely mowing, edging, clipping, and cleanup;
      iii. Regular pruning;
      iv. Weeding and pest control;
      v. Removal of plan litter.
5. Acceptable Plan Materials. Plant and tree species consistent with the Los Angeles County Drought Tolerant Plant List.
6. Frontage. All lot lines bordering a street or open space shall be subject to the following standards:
   a. Entrance doors, public rooms in residential uses (living rooms and dining rooms) shall be oriented to the degree possible, towards the street and/or courtyard(s).
   b. Service rooms (bathrooms and kitchens) shall be oriented, to the degree possible, towards side and rear yards.
   c. Frontage specifications per Section 5.4.
7. Building Massing. Building design shall incorporate a varied massing approach as specified for each building type in Section 5.3.

4.5 Building Types

A. PURPOSE

Building Type performance measures are established to achieve the desired built form and pedestrian orientation in the 3rd Street Specific Plan area. The Building Types allowed in the 3rd Street Specific Plan area, as described in the following pages, are:

1. Carriage House
2. House
3. Duplex
4. Rowhouse
5. Court
6. Hybrid Court
7. Lined Block
8. Flex Block



Axonometric Plan Diagram of Building Types

4.5.1 Not used

4.5.2 HOUSE

Illustrative Axon

A. Description

A detached building designed as a single dwelling unit. A House may be used for non-residential uses where allowed. A House is accessed from the sidewalk adjacent to the street. The following text provides performance standards for Houses.

B. Access

1. Access to the primary dwelling shall be from the street.
2. Access to second units may be from the side yard or rear yard.

C. Parking

1. Required parking for one car shall be within a garage. The remainder of required parking may be provided in a garage, carport or tandem in the driveway.
2. Garages on corner lots without alley access may front onto the side street provided the garage accommodates no more than two cars.
3. Street-facing garages shall be set back at least 25 feet from the front face of the main building.

D. Open Space

1. Usable, outdoor open space shall be provided on a lot at no less than 15 % of the area of each lot with a minimum dimension of 20 feet.
2. Front yard setbacks may count toward the minimum open space requirement.
3. Required side yard and rear yard setbacks for an accessory structure shall not be counted toward the minimum open space requirement.
4. Porches and stoops may encroach into the front yard, as allowed by the applicable frontage type.

E. Landscape

1. No additional landscape requirements for this building type.

F. Frontage

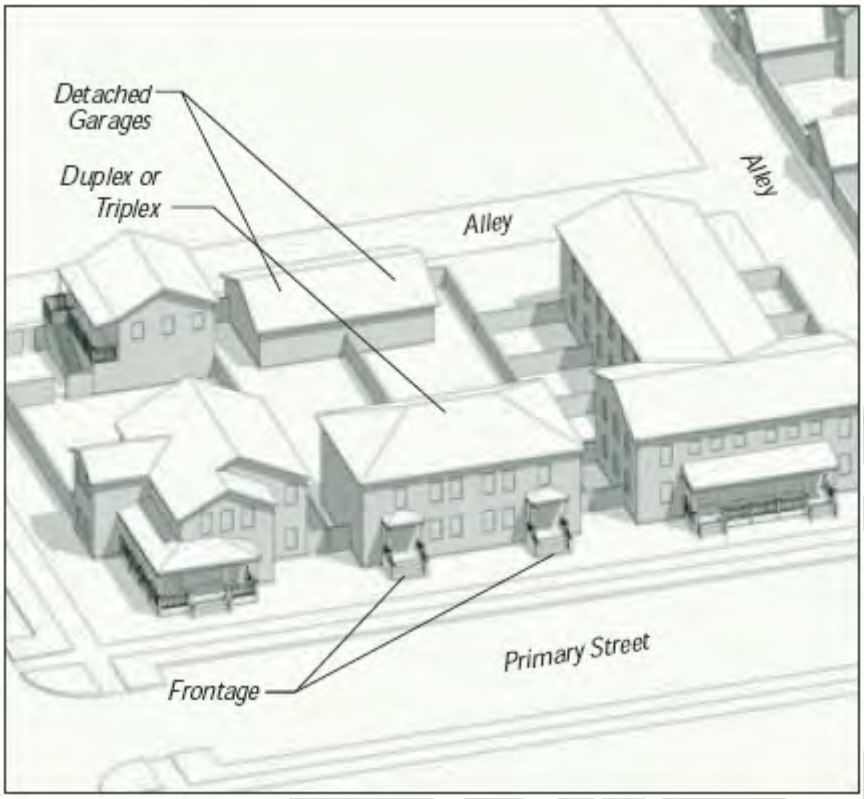
1. Dwellings abutting front yards, to the degree possible, shall be designed so that living areas (e.g. living rooms, family rooms, dining rooms) are oriented toward the fronting street.

G. Building Size and Massing

1. Houses on corner lots shall be designed with two facades of equal architectural expression.
2. Buildings should be composed of one and/or two story volumes, each designed to house scale. Allowed massing shall be as follows:

Allowed massing		
Location on the lot	Front half	Rear half
Maximum number of stories	1	2

4.5.3 DUPLEX/TRIPLEX



Illustrative Axon

A. Description

A building containing two or three dwelling units that is surrounding on all four sides by setbacks (front yard, side yard, rear yard) and shares similar setbacks, massing, scale, and frontage types as the surrounding buildings.

B. Access

1. The main entrance to each dwelling shall be directly from and face the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
2. Where an alley is not present, parking and services shall be accessed by a driveway 8 to 10 feet wide with two-foot planters on each side.

C. Parking

1. Required parking shall be within a garage or carport. Individual garages can contain up to four cars.
2. Garages on corner lots without alley access may front onto the side street only if provided with one-car garage doors, and with driveways up to 8 feet wide that are separated by two-wide planters
3. Street-facing garages shall be set back at least 25 feet from the front face of the building.

D. Open Space

1. Each ground floor dwelling shall have a private or semi private yard of at least 150 square feet.
2. Required rear and interior side yards shall be enclosed by a fence, wall or hedge.
3. Porches, stoops and dooryards may encroach into a required front yard setback, as specified by the Frontage Types. See Section 5.4 (Frontage Types) for frontage specifications.

E. Landscape

1. Landscaping shall not obscure front yards on adjacent lots.
2. Trees shall be planted in the front yard at a rate of one 36-inch box tree per 25 lineal feet of front yard. The trees can be placed in groups to achieve a particular design.
3. At least one 24-inch box canopy tree shall be provided in the rear yard for shade and privacy.
4. Trees may be placed in the side yards to protect the privacy of neighbors.
5. Six, five-gallon size shrubs, ten one-gallon size herbaceous perennials/shrubs and turf or acceptable dry climate ground cover is required for every required tree.

F. Frontage

1. Dwellings abutting front yards, to the degree possible, shall be designed so that living areas (e.g. living rooms, family rooms, dining rooms) are oriented toward the fronting street.

G. Building Size and Massing

1. Buildings on corner lots shall be designed with two facades of equal architectural expression.
2. Buildings should be composed of one and/or two story volumes. Allowed massing shall be as follows:

Allowed Massing by Story			
Ratio of Each Story in % of Ground Floor			
Story	1	2	3
%	100%	100%	75%

4.5.4 ROWHOUSE

Illustrative Axon

A. Description

A building comprised of two or more attached dwelling units arranged side by side. The front elevation and massing design may be symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of each individual unit is evident.

B. Access

1. The main entrance to each dwelling shall be directly from and face the street.
2. Where an alley is present, parking and services shall be accessed from an alley.
3. Where and alley is not present, parking shall be accessed by a driveway of 14' minimum width.

C. Parking

1. Required parking shall be within a garage or carport.

D. Open Space

1. Rear yards shall be at least 15% of the lot area. May include side yard and rear yard setback areas, and shall be of a regular geometry (e.g., square or rectangular) with a minimum dimension of 20 feet on one side.
2. Porches, stoops and dooryards may encroach into a required front yard setback, as specified by the Frontage Types. See Section 5.4 (Frontage Types) for frontage specifications.

E. Landscape

1. No additional landscape requirements for this building type.

F. Frontage

1. The ground floor of each Rowhouse unit shall, to the degree possible, be designed so that living areas (e.g. living rooms, family rooms, dining rooms) are oriented toward the fronting street.

G. Building Size and Massing

1. Individual Rowhouse units shall be delineated one from the other by way of varied massing, wall articulation, frontage type placement, or roof line articulation.

4.5.5 COURT

Illustrative Axon

A. Description

A building comprised of attached and/or stacked dwelling units arranged around a shared, landscaped courtyard that is visible from the street. Dwelling units face and are directly accessed from the courtyard via stoops, porches, or other relevant frontage type. In qualifying zones, court buildings may be accommodate ground floor commercial or flex uses in either live-work configuration or as a solely commercial or retail space.

B. Access

1. The main entrance to each dwelling shall be directly from the street or directly from the courtyard.
2. Access to second story dwellings shall be through an open or roofed stair, serving no more than two dwellings.

C. Parking

1. Required parking may be accommodated on the surface, in carports, in surface garages, in a tuck-under configuration, and/or in a subterranean garage.

D. Open Space

1. Courtyards may be located on natural ground or on a podium.
2. Court buildings shall be designed to provide a single-courtyard or multiple courtyards of a total area that is at least 15% of the lot area.

3. Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented east-west and 30 feet for a north-south orientation. The proportion of the courtyard width to the height of the surrounding building shall not be less than 1:1 for at least 60% of the courtyards perimeter.
4. In 40-foot wide courtyards, the frontages and architectural projects allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side on 30-foot wide courtyards.
5. Courtyards shall provide a central, occupiable, flat area with a minimum area of 400 square feet.
6. Courtyards may contain patios for the private use of adjacent units, provided each individual patio does not exceed 150 square feet in area and the total area of private patios within the courtyard does not exceed 450 square feet. Wall or hedges may be used to define the private areas, provided they are no taller than 24 inches in height.
7. Courtyards shall be provided with design elements such as seating and fountains n order to encourage their use as outdoor rooms and gathering places.

E. Landscape

1. No additional landscape requirements for this building type.

F. Frontage

1. No additional frontage requirements for this building type.

G. Building Size and Massing

1. At least two sides of each dwelling shall be exposed to the outdoors. Direct access to a dooryard, patio, terrace, or balcony is encouraged.
2. Court buildings may contain any combination of flat, townhouse, and/or loft dwellings.
3. Massing ratios for Court buildings are as follows:

Allowed Massing by Story			
Ratio of Each Story in % of Ground Floor			
Story	1	2	3
%	100%	100%	80%

4.5.6 HYBRID COURT

Illustrative Axon

A. Description

A building that is a combination of the Court and Flex Block building types. The mixed-use Flex Block portion fronts the street and the Court portion occupies the remainder of the parcel. Parking is accommodated underground, in above-grade garage, or a combination of the two. Occupiable space as specified in each zone is required to surround above-ground parking structures on all street-facing frontages, with direct access to these uses from the public way.

B. Access

1. The main entrance to each street-facing ground floor dwelling or commercial suite shall be directly from the street.
2. The main entrance to each courtyard-level, courtyard-facing dwelling shall be directly from the court. Secondary or service access may be provided from a corridor.
3. Upper floor dwelling units may be accessed from single-loaded corridors (units are arranged along one side at corridors; a railing or wall occupies the other side of the corridor) or double-loaded corridors (units are arranged and accessed from both sides of the corridor).
4. When single-loaded corridors are used, elevators and exterior corridors shall be incorporated into the mass of the building rather than applied to the wall "motel style."

C. Parking

1. Required parking may be accommodated in a surface garage and/or in a subterranean garage, as long as no more than one level is above grade.

D. Open Space

1. The primary shared open space is provided by courtyards which can be located at ground level or on a podium up to one story above street level.

2. Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented east-west and 30 feet for a north-south orientation. The proportion of the courtyard width to the height of the surrounding building shall not be less than 1:1 for at least 60% of the courtyard's perimeter.
3. In courtyards oriented in the east-west direction, architectural projections, including allowed frontages, may project into the courtyard on two sides of the courtyard. Such architectural projections are permitted on one side of 30 foot wide courtyards.
4. Courtyards shall provide a central, occupiable, flat area with a minimum area of 400 square feet.
5. Private patios alongside and rear yards are encouraged.
6. Courtyards may contain patios for the private use of adjacent units, provided each individual patio does not exceed 150 square feet in area and the total area of private patios within the courtyard does not exceed 450 square feet.
7. Walls or hedges may be used to define the private areas, provided they are no taller than 24 inches in height.

E. Landscape

1. Landscape shall not obscure the store front of any flex space, but may define a semi-private dooryard space at residential or live-work frontages.
2. Courtyards shall be provided with design elements such as seating areas and fountains in order to encourage their use as outdoor rooms and gathering places.

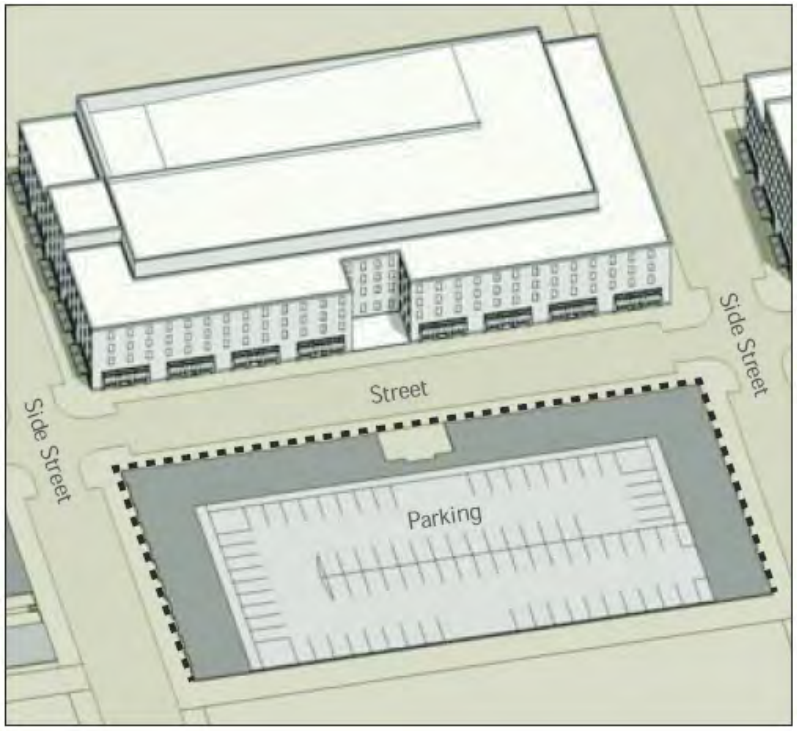
F. Frontage

1. For dwellings facing the street and/or courts, entrance doors and living space (e.g., living rooms and dining rooms) shall be oriented toward the street and/or the courtyard(s) to the degree possible. To the degree possible, service rooms should be oriented to side yards, service yards, rear yards, and internal corridors.

G. Building Size and Massing

1. Facades in excess of 150 feet in length shall be interrupted by a forecourt (see Section 5.4) or major massing break.
2. Court buildings may contain any combination of flat, townhouse, and/or loft dwellings.

Section 4.5.7 LINED BLOCK



Illustrative Axon

A. Description

A building at least 30 feet in depth that is used to conceal large-scale, faceless buildings such as parking garages, movie theaters, or "big box" stores (The access corridor is included in the minimum depth). From the street, Lined Block buildings are virtually indistinguishable from Flex Block buildings and, similarly, are designed for occupancy by retail and/or office uses on the ground floor, with upper floors configured for retail, office, and or residential uses.

B. Access

1. The main entrance to each ground floor suite shall be directly from the street.
2. Entrance to the residential portions of the building is through a street level lobby or through a podium lobby accessible from the street or through a side yard.
3. Interior circulation to each dwelling is through a corridor.

C. Parking

1. Required parking shall be accommodated in an above-grade or subterranean garage, tuck under parking, or a combination of any to the above.

D. Open Space

1. Private patios may be provided at balconies, terraces and roof gardens.

E. Landscape

1. Required yards shall be fully landscaped and/or hardscaped.

F. Frontage

1. No additional frontage requirements for this building type.

G. Building Size and Massing

1. Each dwelling shall have at least one side exposed to the outdoors. Direct access to a dooryard, patio, terrace, or balcony is encouraged.
2. Lined Block buildings may contain any combination of flat, townhouse, and/or loft dwellings.
3. Massing ratios for Lined Block Buildings shall be as follows:

Allowed Massing by Story				
Ratio of Each Story in % of Ground Floor				
Story	1	2	3	4
%	100%	100%	75%	50%

Section 4.5.8 FLEX BLOCK

Illustrative Axon

A. Description

A multi-floor, mixed-use building situated with zero setbacks along the street facing and side street frontages. Flex blocks are designed for occupancy by retail and/or office uses on the ground floor, with upper floors configured for retail, office, and or residential uses.

B. Access

1. The main entrance to each ground floor suite shall be directly from the street.
2. Upper floor uses shall be accessed directly from the street or side street through a lobby, or indirectly through a covered passage.
3. Where an alley is present, parking shall be accessed through the alley.
4. Where an alley is not present, parking shall be accessed by a driveway of 14' minimum width.
5. On a corner lot without access to an alley, parking shall be accessed by a driveway of 14' minimum width.

C. Parking

1. Required parking shall be accommodated in a surface parking lot behind the building, a subterranean garage, or a combination of these two.

D. Open Space

1. Private patios may be provided at balconies, terraces and roof gardens.

E. Landscape

1. Required yards shall be fully landscaped and/or hardscaped.

F. Frontage

1. See Section 5.4 (Frontage Types) for frontage type specifications. No additional frontage requirements for this building type.

G. Building Size and Massing

1. Flex Block buildings may be designed as a single volume (See Illustrative Photo 5.3A) or as a primary volume with attached secondary volume (See Illustrative Photo 5.3B).
2. Each dwelling shall have at least one side exposed to the outdoors. Direct access to a dooryard, patio, terrace, or balcony is encouraged.
3. Flex Block buildings may contain any combination of flat, townhouse, and/or loft dwellings.
4. Massing ratios for Flex Block buildings shall be as follows:

Allowed Massing by Story				
Ratio of Each Story in % of Ground Floor				
Story	1	2	3	4
%	100%	100%	75%	50%

4.6 Frontage Types

A. PURPOSE

This Section identifies the frontage types allowed within the Specific Plan area, and for each type, provides a description, a statement as to the type's intent and, design standards, to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. APPLICABILITY

The frontage of each building shall be designed in compliance with the standards of this Section. Frontages are required on all building facades that face a public right-of-way such as a street, park, or other public open space.

C. ALLOWABLE FRONTAGE TYPES BY ZONE

All proposed buildings shall be designed to incorporate the allowed frontage types as identified in Section 5.3, as applicable.

D. General requirements for frontage types.

1. A physical transition shall be provided between the glazing of the storefront and the Adjacent Sidewalk except if the glazing itself terminates directly at the grade. Where a bulkhead is applied to transition between the opening(s) and the adjacent grade, the bulkhead shall be between 10 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead).

2. All storefronts shall provide clear views of merchandise displays within the shop space and/or maintained and lighted merchandise display(s) within a display zone of approximately four feet in depth from the glass. The term "clear" means that the identified area is free of encroachments other than signs, light fixtures, etc.

3. Awnings, signs, etc, shall be located at least 8 feet above the adjacent sidewalk and may project for the width of the sidewalk to a maximum encroachment of within 2 feet of the curb.

4. Awnings shall only cover storefronts and openings so as to not cover the entire facade.

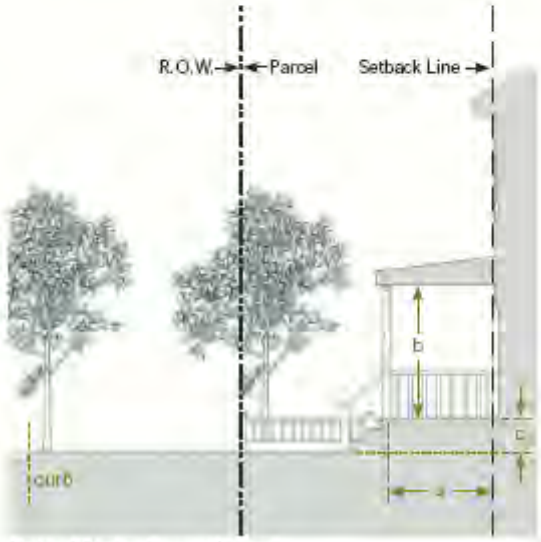
Front yard / Porch

Frontyards provide a physical transition from the sidewalk to the building. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. A raised porch may be combined with the front yard as show below.

Configuration

A great variety of front yard / porch designs are possible, per the following: (see diagram at bottom for reference)

a. Depth - minimum 7 feet clear
   Width - minimum 12 feet clear for centered entry; minimum 10 ft clear for asymmetrical entry
b. Height - minimum 8 feet clear
c. Porches may be at grade or raised to transition into the building. In no case shall porches be raised more than 3 feet from the adjacent grade.
d. Fences or walls defining and/or retaining the front yard shall not exceed 3 feet in height from the adjacent sidewalk.



Section Diagram: Frontyard / Porch

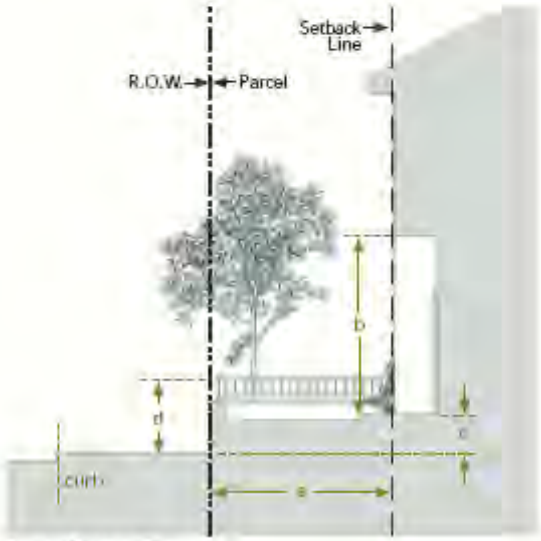
Terrace

An elevated terrace separates and sets back the facade from the sidewalk and the street. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes.

Configuration

A great variety of terrace designs are possible, per the following: (see diagram at bottom for reference)

a. Depth - minimum 7 feet clear.
b. Awnings, signs, etc, shall be located at least 8 feet above the terrace. Awnings shall only cover storefronts and openings so as to not cover the entire facade.
c. The terrace may be raised up to 3 feet above the adjacent sidewalk.
d. To maintain visual connection with the adjacent sidewalk, the overall height of the perimeter wall/ fence shall not exceed 4 feet above the sidewalk level.



Section Diagram: Terrace

Forecourt

A Forecourt is a public space formed by a recess in the façade of a building. Forecourts are generally appropriate for commercial or civic use, or in some cases for vehicular drop-off at a civic building or hotel, as distinct from courtyards which are semi-public spaces providing frontages of a generally residential character.

Configuration

A great variety of forecourt designs are possible, per the following: (see diagram at bottom for reference)

a. Depth - minimum 20 feet; maximum 60 feet
Width - minimum 10 feet clear, maximum 60 feet clear
b. The frontage created by the forecourt shall be improved with shopfronts and be min 12' tall as measured from the adjacent sidewalk.
c. The forecourt may be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court, but shall not exceed 3 feet from the adjacent sidewalk grade. ADA access must be accommodated.
d. Encroachments within the forecourt, such as balconies, galleries, awnings, signage and light fixtures are allowed up to 1/3 the width and depth of the forecourt, and shall be located at least 8 feet above the forecourt.
e. The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

Section Diagram: Forecourt

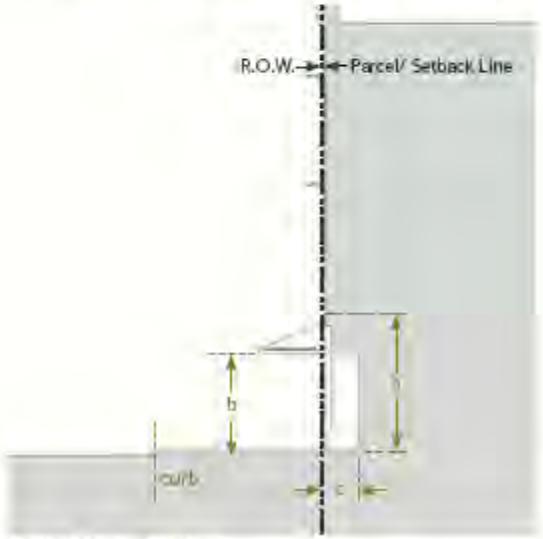
Shopfront

Shopfronts are large glazed openings in a façade, filled with doors and transparent glass in a storefront assembly. This traditional retail frontage type is often provided with canopies or awnings, which may be fixed or retractable, to shelter pedestrians and shade the storefront glass from glare. The storefront assembly may be recessed up to 100 feet to provide a widened sidewalk or a covered area for outdoor dining.

Configuration

A great variety of shopfront designs are possible, per the following: (see diagram at bottom for reference)

a. Height - minimum 12 feet tall, as measured from the adjacent sidewalk.
b. Awnings, signs, etc, shall be located at least 8 feet above the adjacent sidewalk, and may not encroach within 2 feet of the edge of the adjacent sidewalk curb.
c. Storefronts within the overall facade may be recessed from the frontage line by up to 10 feet.
d. The corresponding storefront(s) opening(s) along the primary frontage shall comprise at least 65% of the 1st floor wall area facing the street and not



Section Diagram: Shopfront

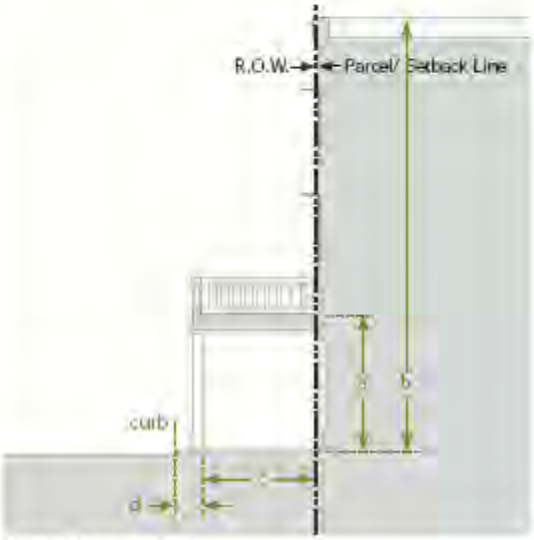
Gallery

A Gallery is a roof or deck projecting from the façade of a building, supported by columns located just behind the curb of the street. Galleries shelter the sidewalk as do Arcades, but the space above the Gallery is unenclosed. Galleries may be one or two or even three stories in height as allowed by the zone, such that they may provide covered or uncovered porches at the second and third floors.

Configuration

The Standards for Arcade apply with the following additional standards: (see diagram at bottom for reference)

e. The roof or deck projecting from the facade shall not have habitable space above, but may be accessed.



Section Diagram: Gallery

Arcade

Arcades are colonnades supporting a building façade that is set just behind the curb of the street, such that the sidewalk is enclosed within the building volume, between the colonnade and storefronts. This type is ideal for retail use, as it shelters the pedestrian and shades the storefront glass, preventing glare that might obscure views of merchandise. The arcade also provides habitable residential or commercial space over the sidewalk, narrowing the space of the street and creating a very urban character.

Configuration

A great variety of arcade designs are possible, per the following: (see diagram at bottom for reference)

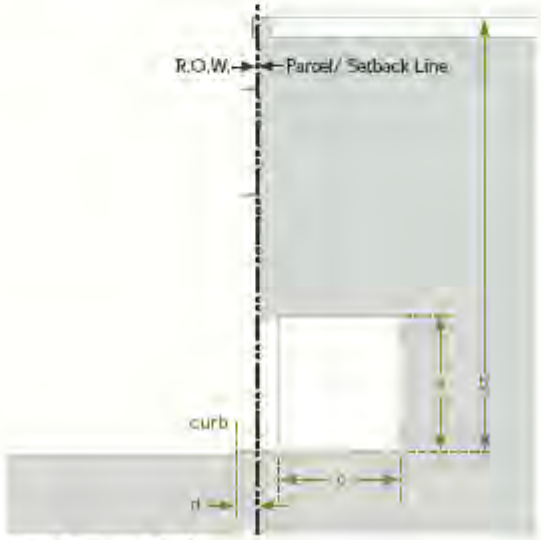
a. The arcade shall correspond to storefront openings and:

   i. spacing between openings along the right-of way shall be square or vertically oriented;
   ii. frontages shall be improved with shopfronts;
   iii. shopfronts shall be 12 feet tall minimum

b. The height and the proportions of the arcade shall correspond to the facade consistent with the architectural style of the building.

c. Width and Depth - minimum 12 feet clear in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building.

d. Minimum 2 feet and maximum 4 feet sidewalk between curb and face of arcade (except at curb extensions for intersections in which case the arcade shall continue in parallel to the right-of-way).



Section Diagram: Arcade

4.6 Signage Standards

[Reserved]

4.7 Block/Subdivision Standards

[Reserved]

4.8 Street Standards

[Reserved]

4.9 Administration

[Reserved]

4.10 Definitions

[Reserved]

CHAPTER 5 - IMPLEMENTATION PROGRAM

[Reserved]